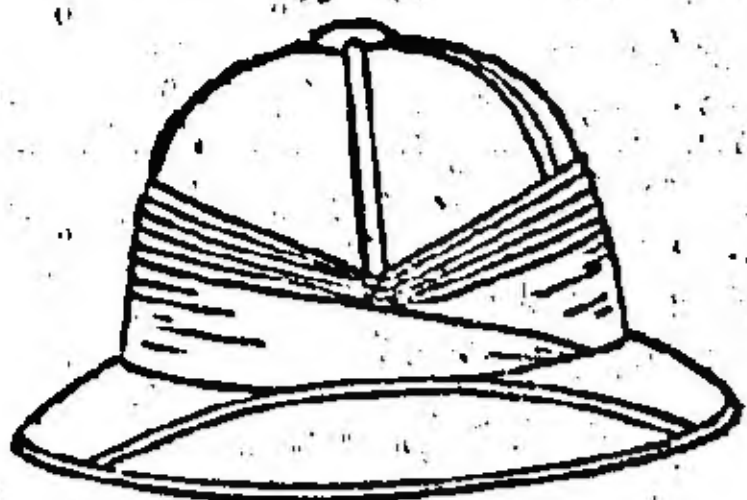


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[36]

[A.P.R.]

TO-DAY
AND FOLLOWING DAYS.GREAT SALE
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HATS from \$2.50

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LADIES DO NOT MISS THIS CHANCE.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

ALLEGED MURDER.

CHINA COMMERCIAL OFFICE
CRIME SEQUEL.

OFFICE BOY'S REVENGE.

WHY HE SAYS HE KILLED A
FELLOW EMPLOYEE.

On Monday morning, June 28th, the dead body of a Chinese mailing clerk in the employ of the China Commercial Company, who had first floor offices in the B.A.T. Building, Connaught Road, Central, was found shockingly mutilated beneath a quilt in a back cubicle on the floor. It was evident from the appearance of the place that a terrible struggle had taken place during the preceding night; while the mailing clerk, who had obviously been foully murdered, bore about eighty wounds on his body, which it is alleged were inflicted with a chopper and a crowbar.

The alleged assailant, an office "boy" who was in the employ of the China Commercial Company at the time, the crime was perpetrated, is alleged to have committed the murder; and he appeared on this charge, before Major C. Willson, at the Central Magistracy yesterday afternoon.

In statements he made to the police he states that he killed the mailing clerk because he (the clerk) had been the means of him (prisoner) contracting leprosy, through an introduction to a woman. He stated that he intended to kill his fellow employee and then commit suicide, so that others would be safe from infection. Mr. T. M. Hazlerigg (Assistant Crown Solicitor) who prosecuted, related an interesting story when he outlined the case.

Mr. H. Somerset Fitzroy defended.
CASE OUTLINED.

Outlining the case, Mr. Hazlerigg said the prisoner was charged with having murdered Yeung Kai Wing on June 28th. Both the prisoner and the deceased man were employees of the China Commercial Company, which occupied the first floor of Nos. 17, 18, and 19, Connaught Road Central. The prisoner was employed as an office "boy" and the deceased was a mailing clerk. On the first floor of No. 19 at the back of the floor the prisoner always slept in the first room. The deceased slept in a cubicle, and two other employees slept in a front room. There was no evidence of a quarrel before the time of the murder itself. It seemed that on the evening of Sunday, June 27th, both the prisoner and the deceased were out. They came independently between nine and ten o'clock and were each admitted to the floor by other employees. Each man proceeded to his room and nothing was heard during the night. No one had any idea that a crime had been committed, until about eight o'clock on Monday morning, when another employee of the China Commercial Company came to the office, looked for something which was being brought back by the man. In consequence of what he said, he and another man went to No. 19 and saw what appeared to be blood on the floor. They fetched another "boy" and went into the cubicle, where they saw a body lying on the floor partially covered with a quilt.

ABSOLUTE SHAMBLES.

The police were fetched, and on examining the premises they found another room covered with blood, and also discovered one or two of the fingers of the dead man. In the back room, where the body was, there was an absolute shambles. Blood covered the floor and there were even splashes on the electric light bulb. On the body itself had been placed a basket containing crockery, and deposited on the head was a duplicating machine. Near the body in the rear cubicle was found the crowbar, which might have caused one of the wounds, according to medical evidence. On top of the cupboard was found clothing and underclothing, which the prisoner usually wore for nightwear. This clothing was covered with blood stains.

PRISONER DECAMPS.

By this time the prisoner was well away from the premises and could not be found. About 7.30 to 7.45 on the morning of the 28th a man giving the name of Lai pawned, in Queen Victoria Street, a long coat and gauze jacket, which belonged to another employee of the China Commercial Company, and was part of the clothing which was being brought back by the man.

At mid-day on the 28th the prisoner was in Macao and obtained a draft for \$20 from a friend at the New Macao Hotel. He cashed this draft, and told his friend that he had a fortnight's leave from business, and when asked about the injury to his arm, said that he had injured it in the press.

ARRESTED ON BORDER.

On the 28th the prisoner was seen by the Portuguese police, accompanied by Hongkong detectives in Portuguese territory, but close to the Chinese territory. The apparel he was wearing and clothing in a parcel which he carried turned out to be clothing belonging to employees of the China Commercial Company.

At the Macao police station the prisoner was charged and cautioned. He made a statement in which he described the means of committing and the motive for committing the crime.

HOW THE CRIME WAS COMMITTED.

From his statement, which Mr. Hazlerigg read, it appeared that the prisoner is 31 years of age, and a native of Nam Hoi. He stated that it was he who had killed Yeung Wing with a knife. The reason for it was that last year, about the fifth or sixth moon, the deceased introduced him to a woman. Later he (the prisoner) felt pins and needles in his body and knew he had contracted leprosy. He went to a Chinese doctor who gave him medicine, but said he could not be certain that he had leprosy. Prisoner, in his statement, went on to say that he did not improve much with the medicine and became very angry with Yeung Wing. "I took a chopper," he continued, "and went to his room and said: 'What did you do me harm or tempt me with a woman for?' I then struck Yeung Wing. He then came at me with an iron bar, I struck him again and injured his hand. The rod dropped and I got him down and struck at random. Once I found that he was still breathing and I struck him twice. I put the chopper back in the back of No. 17. At 7.30 I boarded the *Faleban* for Macao. I am guilty. Before I committed the action, I had made up my mind to kill myself as well. I am quite willing to go back to Hongkong and explain to the Captain-Superintendent of Police, so that no one else shall be blamed."

Mr. Hazlerigg added that on the 30th the prisoner was brought to Hongkong, where he informed the police where the chopper could be found.

TO DIE TOGETHER.

On July 2nd the prisoner was formally charged with murder and he then made a second statement. He said "I was going to kill myself. I awakened Yeung Wing and asked him if he had intention to introduce me to a leprosy woman. He could not answer me. I wanted to find out if I was suffering from leprosy then I could die with a clear mind. He did not answer me; and as he could not answer me, I knew he had intended to harm me. I was quite willing for us to die together, in order that every other person in the world should be free from infection."

THE WOUNDS.

Dr. Craig (Medical Officer in charge of the Victoria Mortuary) gave evidence of making a post-mortem examination on June 29th of the deceased man. He said there were a considerable number of wounds mostly on the head and on both arms and hands. There were two fingers cut off and two wounds of the left side of the forehead. A number of wounds cleft the skull and caused hemorrhage and injuries to the brain beneath. The doctor proceeded to describe the nature of the wounds.

Shown a rusty chopper, the doctor said that with the exception of three wounds, all the wounds might have been caused by this instrument.

Shown a crowbar, the doctor said this implement might have caused one of the other three wounds.

The head wounds, which cleft the skull, might prove fatal. The cause of death (medically) was multiple injuries, shock and hemorrhage.

Questioned by Mr. Somerset Fitzroy, the doctor said the deceased must have died either immediately or within an hour at the most after the infliction of the wounds. He would be unlikely to live for an hour or two afterwards.

HIS MENTAL CONDITION.

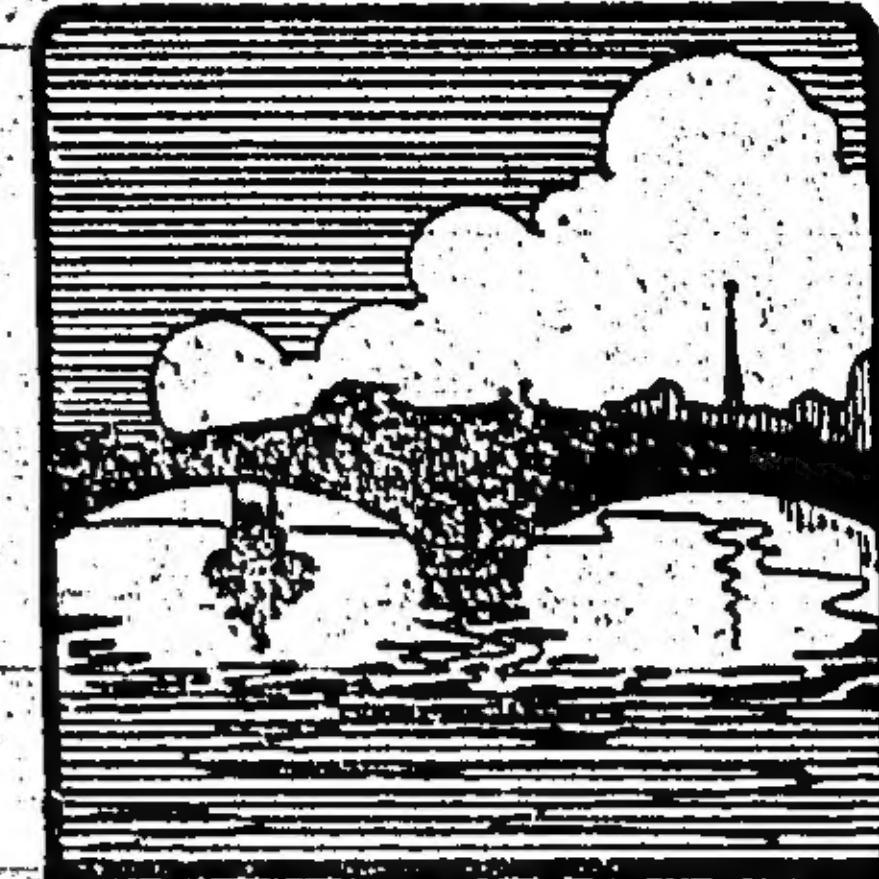
Questioned regarding the prisoner's mental condition, the doctor said that when he examined him he appeared to be quite rational. He found no symptoms to suggest that he was insane.

Further questioned by Mr. Fitzroy, the doctor said that the prisoner was subdued and had complained of worms in his body, or pins and needles. He seemed to be obsessed with the idea that he had contracted leprosy. Otherwise he was quite normal. Although he still had the idea he was a leper, witness had not found any symptom of this disease.

Replying to Mr. Hazlerigg, witness said the conversations with the prisoner were carried out through an interpreter. He (witness) did not understand any Chinese. Prisoner was not certainly insane.

Mr. Fitzroy: Do you think he is now sane or insane? The Doctor: I do not think his condition has altered since he entered the goal.

After hearing other evidence, his Worship adjourned the case for further hearing.

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MOUTRIE PLANOS.

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MOST SERVICE!!!

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Chater Road.

LOCAL CINEMAS.

AT THE QUEEN'S THEATRE.

"HOW BAXTER BUTTED IN."

Matt Moore and Dorothy Devore are a well-matched pair in their own particular line of light comedy and they are eminently suited to their respective parts in "How Baxter Butted In," which opened at the Queen's Theatre yesterday and will be shown to-day and to-morrow.

Warner Bros. have produced in this a comedy drama that teases the imagination, tickles the risibilities until the picture ends. The rush of the story is fascinating in the extreme and one leaves the theatre, says a reviewer, with pleasant memories of a sweet love tale, some new comic situations and a greater appreciation of Dorothy Devore and Matt Moore, who have surpassed themselves in this new Classic of the Screen.

Both Dorothy Devore and Matt Moore are irresistibly funny in their droll seriousness, and every time that Matt Moore becomes a bit upset or confused laughter ensues.

William Beaudine comes in for a good measure of praise for the fine way he has directed this picture.

AT THE STAR.

"LADY OF THE NIGHT" TO-DAY.

At the Star Theatre, Kowloon, is "Lady of the Night," which will be shown until to-morrow. It is a Metro-Goldwyn production based on a story by Adela Rogers St. John. It was directed by Monte Bell, who gave great promise by his work in screening "Broadway After Dark" and "The Spot" and it features Norma Shearer.

From the spectator's point of view, the work of Miss Shearer is the most outstanding, and she certainly has abundant opportunities here as she appears in two widely different roles, as two girls in love with the same man—one a girl of the upper classes, and the other a girl of the underworld, the daughter of a criminal. And she certainly makes good. In one she appears in the kind of roles with which her admirers are familiar. In the other, one of exaggerated make-up, she reveals exceptional ability as a character actress. She strikingly brings out the contrast between those two characters, never once by movement or mannerism giving the impression that the two characters are played by the same person. She makes of both characters real human beings.

There is nothing risqué about the story. It is devoid of delicate situations, and it is at all times interesting and entertaining.

Other performers who make a wood showing are G. K. Arthur as the Bowery bean and Malcolm McGregor.

THE AUSTRALIANS.

FIRST DAY'S PLAY AGAINST
SCOTLAND.

BARDSLEY AND WOODFULL IN
FORM.

[THROUGH REUTER'S AGENCY.]

EDINBURGH, July 21st.

To-day the match began between Scotland and the Australians.

There were 5,000 spectators.

The wicket was soft, after rain.

Scotland won the toss and batted first.

They were all out by 3.30 p.m. Their total (for the 1st innings) was 94 runs.

C. V. Grimmett (South Australia) took 7 wickets for 42 runs.

Australia batted till stumps were drawn, when they had lost one wicket.

Warren Bardsley (New South Wales, and vice-captain of the present tour) was the first man out. He contributed 71.

W. M. Woodfull was the other opening batsman. His score is 93 not out. The total stands at 208 runs for 1 wicket.

WATER POLO.

ASSOCIATION MEETING.

The typhoon conditions of yesterday probably accounted for the poor attendance at the annual meeting of the Water Polo Association held at 6 p.m. at the Victoria Recreation Club, and it was resolved that a further meeting be called for Monday, August 2nd, to arrange fixtures and make final arrangements relative to the League.

Mr. J. Lyon (Hon. Secretary of the V.R.C.) presided and others present were Messrs. S. H. Garrod and T. King (representing the V.R.C.), Mr. L. Weill (K.B.S. F.P.A.), Mr. R. W. Smith (H.K. Electric Co.) and Corp'l. Bolwell (Royal Navy).

It was decided to close the entries on the 30th inst. and all Clubs and persons interested are to forward their entries to Mr. Lyon on or before that date, together with the entrance fee of \$3 and a list of names of their respective teams for registration.

The areas in 1925 under different forms of cultivation in Perak as given in a supplement to the F.M.S. White Paper: Rice 107,748 acres; Coconuts 94,165; Rubber 472,833 and Oil Palms 500.

THE SECOND TYPHOON.

PASSES BY NEAR GAP ROCK.

A FEW HOURS OF GREAT ANXIETY.

A LUCKY ESCAPE.

In Wednesday's issue of the *Daily Press* it was pointed out that another typhoon had formed in almost the same place as the one which passed us on Sunday, and that it would probably follow a very similar course. More bad weather was, therefore, anticipated on Thursday or Friday.

These anticipations were realised a few hours earlier than expected. The typhoon came along at a fast pace. It maintained for a very considerable distance an average speed of over 13 miles an hour, and early yesterday morning it was near enough to the Colony to make its influence felt. Wednesday evening was beautifully fine but rain began to fall about 3 a.m. and when residents awakened between 6 and 7 a.m. the outlook was terribly depressing. Rain was coming down in sheets. The typhoon was headed straight for the Colony and the Colony was in no position to meet it. Considerable alarm was felt regarding the results of any long continued downpour, even unaccompanied by wind, for the ground was already absolutely saturated and the debris from the previous storm had only been hastily cleared to one side. It had not been possible to cart it away and it was ready in heaps to choke all the drains in the locality.

Shortly after 8 a.m. the sixth typhoon signal was hoisted announcing that the gale might be expected to increase in severity, and people began to make everything fast in preparation for the worst. At breakfast time the force of the wind was considerable and the harbour had a desolate appearance with angry waves dashing against the Praya wall. Ferries and trams, however, continued running until after 9 o'clock. At 8 o'clock the fourth signal took the place of the sixth showing that the typhoon had changed its direction. But this did not mean that danger was over, and it was not until after 10 o'clock when the announcement came that the typhoon had passed by, some miles to the south of Gap Rock, that we were able to breathe freely.

The effects of the typhoon's passing are recorded in detail below. Business, of course, was paralysed for the morning and many Peak and Kowloon residents did not put in an appearance at the various offices. Trams and ferries stopped for several hours but resumed again about mid-day. Between 3 a.m. and 10 a.m. the rainfall was 1.6 inches.

If the typhoon had struck the Colony with full force, as it appeared likely to do for some anxious hours, it would probably have spelt disaster. The wind when it passed Gap Rock was blowing at over 65 miles an hour. At Waglan it was over 75 miles an hour. The extra rain, of course, has not helped us in a difficult position but there has been no further flooding. A few more small trees have fallen but the P.W.D. report an absence of serious damage throughout the Island. It was a lucky escape.

THE PEAK TRAMS.

BARKER ROAD AND KENNEDY ROAD SERVICE.

The Peak Tramway Company hopes to run a practically normal service between Barker Road and Kennedy Road from to-day onwards.

A tram was run between these two points last evening.

With this service, Peak residents will probably have to be content for some three weeks, as it is scarcely likely that the repairs to the bridge across the nullah near Kennedy Road will be carried out before then.

This restricted service, therefore, will greatly aid transport facilities generally, and a walk to Kennedy Road, and from Barker Road to the higher level is a small matter compared with a trudge from the bottom to the top of the Peak.

EFFECT IN THE CITY.

BUSINESS PRACTICALLY SUSPENDED ALL MORNING.

The City and its vicinity were almost deserted throughout the morning, and business was practically suspended. The office staffs had failed to reach town owing to the suspension of the tram and ferry services. In fact, throughout the day, although the services were resumed in the afternoon, the customary crowds of pedestrians were missing on the streets.

The Praya, both East and West, was almost wholly deserted. Every shop was closed and barricaded, the big department stores such as the Sun Co. and Wing On having their shutters nailed down. A few Chinese shops were open in the Wanchai district, but only those which dealt in necessities. A few of the shops in Central were also open, but there were few customers.

COURTS CLOSED.

Peak residents who had the hardihood to brave the journey, had to climb over fallen trees, and roads that were awash. The offices of the P.W.D. and the Supreme Court were almost deserted. There were no sittings at the Court, with the exception of the Central Magistracy. The Senior Magistrate (Mr. R. E. Lindell) was unable to attend and Major C. Wilson (the Second Magistrate) took both Courts. Mr. Lindell was unable to attend during the afternoon also.

SIGNBOARDS WRENCHED AWAY.

In some instances, suspended signboards were wrenched from their fastenings and smashed to pieces. These constituted a grave menace to passers-by. A collapse of scaffolding occurred in Wellington Street at a building in the course of erection, and a few pedestrians had narrow escapes.

Water gates were up in all parts of China-town to prevent a further wash-out. In the City's residential areas, the people had their shutters up.

THE HARBOUR.
VESSELS IN DISTRESS.
SHIPPING DISORGANISED.

The Harbour presented an almost deserted appearance yesterday, being devoid of all craft with the exception of a dozen mercantile steamers and a couple of Naval vessels at the Typhoon Buoys. The gale had the effect of creating a heavy swell, and the unusual sight of white capped waves and a choppy sea was seen all day. It was not until the danger of the typhoon had passed and it was known that it had missed Hongkong that the harbour launches began to ply again, and then only very sparsely, confined to those essential to proceed between the wharves and ships venturing out. These were tossed about like shuttlecocks during the early afternoon, but towards evening the strength of the swell gradually abated, although there was still a heavy sea running.

Naturally, all native craft, sampans and junks, had taken refuge in the typhoon shelter the previous evening when the No. 5 signal was hoisted. By yesterday morning the motor-boats and harbour launches had gone to shelter, and shortly after 9 a.m. the ferries called "a halt."

The sailings of several vessels to scheduled time was delayed while other steamers due had to steam away from Hongkong, but are expected to reach here to-day. The typhoon was not devoid of accident, and the high wind caused a number of small steamers, which had been laid up for a considerable time, to break adrift from their moorings, and land into distress.

NO ARRIVALS.

The shipping statement at the Harbour Office yesterday showed, as was to be expected, that no vessels came into the harbour after five o'clock on Wednesday evening, and in consequence, of the weather none put into port during yesterday.

The s.s. *President Wilson* arrived from the States and Shanghai at five o'clock on Wednesday evening, but she remained at Kowloon Bay, and did not go to her wharf at Kowloon throughout yesterday. It was learned, on enquiry at the Dollar Line offices yesterday, however, that providing weather permits, she will go to the wharf this morning. The *President Wilson* is due to sail for Manila this afternoon, and will do so if the weather has improved sufficiently. There should be a heavy list of arrivals, in view of the many vessels delayed.

MAILS "HELD UP."

Mails from Home (letters and papers, London, June 24th and parcels, June 17th) were due by the P. & O. s.s. *Macedonia* yesterday morning at six o'clock, but on enquiries yesterday it was found that the liner put outside Lyemun Pass waiting for better weather. It was also learned that she was steaming South in order to escape the typhoon. The *Macedonia* is expected to arrive in port tomorrow.

The Post Office launch was unable to leave to collect the mails from U.S.A., Honolulu, Japan and Shanghai, which are on the s.s. *President Wilson* at Kowloon Bay, but these will be discharged from the liner this morning and will be ready for delivery quite early.

The s.s. *Talme* was also delayed in arriving with the mail from the Straits, but she should arrive to-day.

SAILING DELAYED.

The sailings of several vessels were delayed. The R.M. *Empress of Russia*, which was scheduled to sail at noon yesterday for Vancouver via ports, was unable to leave her buoy until six o'clock. Before then the Post Office launch had been able to put the mails on board. The *Aki Maru* was unable to leave for Manila and Australia with mails until yesterday evening.

All the vessels of the Indo-China Steam Navigation took refuge at Kowloon Bay, and were tied to typhoon buoys, sailings being postponed until more favourable conditions. The s.s. *Yaiting* which was scheduled to leave on Wednesday for Shanghai, was postponed until yesterday afternoon.

The Glen Line, agents for the s.s. *Carnarvonshire*, reported that due to the typhoon, the *Carnarvonshire* had not arrived in port and that they had not received any message from its shipper. The *Carnarvonshire* was scheduled to leave yesterday afternoon for London.

AT THE BUOYS.

The following vessels were moored at the typhoon buoys in the harbour yesterday:—*Empress of Russia*, *Kaitum*, *Tangitang*, *Apuey*, *Taiping*, *Sui Sang*, *Kalgun*, *Pheumpenh*, *Anhui* (all British), *West Prospect* (American), and *Tjimanuk* (Dutch).

IN DISTRESS.

As mentioned, several small steamers were in distress.

They were the s.s. *Pawnee*, the s.s. *Confucius*, and the steamboat *Ding On*. The *Pawnee* has two funnels and is familiar to visitors to Stonecutters Island, where she has been laid up for months, at anchor, outside Yaumati Bay, between Stonecutters and the breakwater. The *Seistan* was another idle vessel in that locality, but she went out to a buoy and was safe.

Unable to stay against the wind, the *Pawnee* drifted westwards, by Stonecutters, until she neared Cap Sui Mun pass, the passage from Hongkong to Macao. On one side is Chung Hue Island, on which is the Royal Artillery dunn (a patch of cliff painted white), and Cap Sui lighthouse. The vessel was driven ashore on Chung Hue. Owing to the rough weather it was not possible to send assistance to the *Pawnee* for some time, but it was learned that this was done later in the day. It is not known what damage the vessel has received, or if there were any danger of her sinking or breaking up.

The s.s. *China Arrow* reported sighting a vessel ashore at Chung Hue. Then the Government rescue tug *Kau Sing*, which had been patrolling the harbour since the storm began, sent back another message.

Mr. C. J. Thompson, senior boarding officer of the Harbour Office, was in command, and he was in constant wireless communication with Lieut.-Comdr. G. F. Hole, R.N., (Harbour Master).

The *Pawnee* is a steel-screw of 4,973 gross tons, and a net tonnage of 3,001 tons. She is fitted with electric light and equipped with wireless. She was constructed by Palmers & Co., Ltd., Newcastle-on-Tyne, has a length of 380 feet, a breadth of 62 feet and a depth of 29 feet.

The *Kau Sing* identified the *Pawnee*, but at that time the tug was in distress herself. She was behind Stonecutters, with two anchors down and actually steaming ahead to prevent her dragging anchors and being carried away. Later in the day the *Kau Sing* was able to patrol the harbour.

THE "CONFUCIUS."

The s.s. *Confucius* (Chinese registry) went aground in Kowloon Bay, off the China Light and Power Co.'s premises at Hunghom. She had been moored in Kowloon Bay to take refuge and had been unemployed for some time. Her fate is not yet known. The *Confucius* was formerly a "Lake Boat" on the U.S. Shipping Board feeder service and was sold to Chinese interests. Her local agents are the Kwong Hung Hing, of 88, Bonham Strand West. Her net tonnage is 1,388 tons.

THE "DING ON."

During yesterday morning the s.s. *Ding On* went ashore in Kowloon Bay. She had been lying at Sham Shui Po for some time but shifted her moorings to Kowloon Bay in order to obtain better shelter from the typhoon weather, and whilst there had the misfortune to be blown ashore. The extent of the damage is not at present known.

The *Ding On* was formerly the Government dredger *St. Enoch*, but after being sold by the authorities, was converted into a small cargo ship. She is 180 feet long.

OTHER DAMAGE.

There has been other damage done in the harbour, but to what extent is not definitely known. A Government buoy was cut adrift and was noticed during the morning off Jardine's Wharf, West Point Praya.

The larger vessels at the typhoon buoys were all reported to be safe.

THE RIVER STEAMERS.

Of the river steamers, those idle at present sought shelter early yesterday. The Hongkong, Canton Macao Steamboat Company's *Lungshan* did not leave for Canton yesterday morning, nor did the *Taihsan* go to Macao. The *Kinsan* remained at Macao, and the China Navigation Company's *Faishan* stopped at Canton. The *Sai On* also sought security from the elements, and the *Tung On* and *Chuen Chow* did not leave Macao.

If the weather proves unfavourable to-day there will be no sailings of the river steamers, either to Macao or Canton.

EARLIER TYPHOON.

The typhoon which passed Hongkong on Saturday and struck the coast south of Swatow did not cause any damage amongst shipping, so far as can be ascertained from reports received at the Harbour Office. The majority report having experienced "heavy swell, squalls, moderate winds," etc.

No further news is available with regard to the s.s. *Nant Maru*, owned by the Kaitum Kabushiki Kaisha of Tsurumi, which sent out a distress signal received by local stations when the ship was approximately 400 miles S.E. of Hongkong and 100 miles east of the northern coast of Luzon.

SEQUENCE OF SIGNALS.

The signals explain how the typhoon was anticipated here.

At 12.10 p.m. on Wednesday, No. 1 local signal was hoisted (a red cone pointing upwards) meaning that a typhoon existed which may cause a gale in Hongkong within 24 hours.

At 4.30 p.m., there appeared the black cone pointing upwards (No. 2) which meant: gale expected from the North (N.W. to N.E.).

At 6.30 a.m. yesterday, No. 6 went up. This is the black double cone which means: Gale expected to increase. By this time the glass had fallen and it was fairly certain that the typhoon was coming here. As a matter of fact, the first signs of a blow were noticed about 3 a.m.

By 7.45 a.m., No. 4 signal (a black drum) had superseded the others, meaning: Gale expected from the East (N.E. to S.E.)—showing that danger was now expected from another direction.

About 10 a.m., a message came through thus: The typhoon is passing to a few miles South of Gap Rock (which is about 35 miles to the south of Hongkong), in a westerly direction; no great increase of wind is anticipated at Hongkong.

With regard to the steamers *Pawnee*, *Confucius* and *Ding On*, enquiry, made just before we went to press, showed that no further report had been received. The typhoon signals were withdrawn at 8.50 p.m.

Last night's weather report, forecast and remarks issued by the Royal Observatory stated:—

The typhoon is about 50 miles west of Gap Rock, moving west or W.N.W. Local forecast:—S.E. gale, moderating, overcast, rain.

A SPLENDID SPIRIT.

"NAPIER JOHNSTONE'S"

OLD HIGHLAND SCOTCH

WHISKY

WILL HELP YOU TO CARRY ON
DURING THESE DEPRESSING TIMES.

PER BOTTLE.

PER CASE.

\$3.50

\$41.50

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HAROLD T. CREASY,
Water Authority.Public Works Department,
Hongkong, 22nd July, 1926. [3808]

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Water Authority.Public Works Department,
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H. A. RODGERS,
Acting Secretary,
Hongkong, 14th July, 1926. [3780]

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The Daily Press.

HONGKONG, JULY 23RD, 1926.

THE GERMAN REFERENDUM.

THE Referendum which recently took place in Germany to decide whether the ex-Kaiser and his fellow-princes can keep their property or whether it should be confiscated to the State, has aroused widespread interest. The value of the property is estimated at about £175,000,000. A Bill to deal with the matter was introduced, but it could not become law unless half the number of persons entitled to vote, that is to say, more than 19,500,000—were in favour of it. The Government were opposed to the Bill, and for that reason decreed that a majority of the electors and not of the poll was necessary to enable the Hohenzollern family to achieve a victory. The figures were: For confiscation, 14,441,500; against, 584,723.

The ex-Kaiser and his kinsmen are to be permitted to keep their castles and estates, the latter totalling as large an area as Devonshire and Dorset lumped together. But as a matter of sober fact they have no solid ground for satisfaction. The result of the poll is paradoxical. A majority of 14,000,000 voted for confiscation, yet that number was not sufficient. It was overwhelmingly a majority of the poll, but not of the electors. The Republicans required just under 20,000,000 votes to win, and they lost by 5,000,000. As tactics the Monarchists' decision to refuse to vote was

excellent. If they had recorded their votes against the proposals they would have clearly disclosed the real strength of the ex-Kaiser's party to the country and the world. By the policy of practising abstention they were able to lump all the indifferent—the people who never will take the trouble to vote in any election—in with themselves as supporters of the old regime. The result, however, cannot be very consolatory to the retired person of the "Mailed fist" in his exile in a villa at Doorn. Nor is there anything in the figures to hearten his friends. They keep their estates, but they cannot escape the uncomfortable reflection that a disturbingly large number of Germans are dead against them and in favour of the Republic.

In some of the English newspapers gratification is expressed at the failure of the Referendum. This is the view taken by the *Times*. It is a view which is entitled to respect. More than that, we believe that the underlying principle it expresses is sound. The failure of the Republicans to obtain formal sanction to confiscate the property of the Hohenzollerns means that the sanctity of private property, as such, receives support in a public and impressive manner. It has to be remembered that while there are in Germany millions eager enough to despoil the ex-Kaiser and his henchmen, because they have the best possible reasons for hating them, there are also many who desire to abolish the right of all private property for political reasons. That is part of the Communist creed everywhere. It is observable in England and in other countries. In so far as the referendum in Germany is concerned the effect is to convince Communists that confiscation is now impossible. The question is being asked at home, as an answer to the point of view of the *Times* already referred to, "Where did the Hohenzollerns get their vast wealth?" The answer, of course, is not by public plunder, but certainly in large part by the opportunities presented to a reigning house—and such a reigning house! All the same, the fact that there is to be no confiscation in this case will have a steadying effect in many lands; and that is all to the good.

It remains to be said that it is by no means certain that the claims of the ex-rulers to keep their gains will be conceded in entirety. It is stated on good authority that two courses are open to the German Government. Either the ordinary Courts must be permitted to continue adjudicating upon those claims upon the same unsatisfactory basis as before; or a new Bill defining the terms of settlement must be introduced. So far the Courts have dealt generously with the Monarchist demands. It was largely for that reason the Communists, dragging with them the Socialists, forced their demand for a Referendum on their Confiscation Bill. That measure is now dead. The Hohenzollerns may, however, find it politic to come to a compromise with the Government equivalent to a sharing of the spoil with the Republic. It would be in accordance with people's sense of public justice and public policy if something of the kind were done. The property in question comprises 90 castles, over 600,000 acres of land, and 50 millions in money.

Engineer-Commander and Mrs. H. B. Sears are leaving for Home by the P. & O. liner *Ranpura* to-morrow.

The police have been sweeping Penang clean of vagrants and beggars, and many of those arrested will be repatriated.

The Yokohama Specie Bank, Ltd. (Hongkong Office), is removing on July 25th to Prince's Buildings (No. 1, Des Voeux Road Central), formerly occupied by the Russo-Asiatic Bank.

Mr. J. M. Walker left the Colony by the R.M.S. *Empress of Russia* yesterday on furlough. He will be missed by his fellow-members of the Royal Hongkong Golf Club. The General Committee of the Golf Club have co-opted Mr. D. Templeton in his stead, and his duties in connection with handicapping will now be carried out by Mr. Bulmer Johnson.

Mr. Dunlop, chief engineer of the B.I. steamer *Erinpara*, who was removed to the Middleton Hospital, Singapore, suffering from cholera, is stated to be progressing very favourably. No fresh cases of cholera have been reported.

Air Vice-Marshal Sir Geoffrey Salmon has been appointed to command the Air Force in India from January next; and Air Vice-Marshal T. I. Webb Owen will command the Royal Air Force in the Middle East from November.

The *Statesman* (Calcutta) confirms the report of the appointment of Professor Jadu Nath Sarkar, of the Indian Educational Service, as the next Vice-Chancellor of the Calcutta University in succession to Sir Ewart Greaves.

Paymaster-Commander R. D. Paffard, O.B.E., lately in financial charge of the cruiser *Carlisle*, China Station, has been appointed secretary to Rear-Admiral H. W. Bowring, D.S.O., who has assumed duty on the Coast of Scotland, Rosyth.

Among the debutantes who went thousands of miles to be presented at Court was Miss Beatrice Rogers, daughter of Dr. and Mrs. W. A. Rogers, of the Malay States. Miss Rogers, who was presented by Lady Birch, was in a Reville gown of Indian gold shot with rose-colour and finished with bands of woven gold.

Before Major C. Willson, at the Central Magistracy yesterday morning, two men were charged by Sub-Inspector Field, from the Bay View Station, with armed robbery at No. 34, Causeway Bay Road. It was stated that one of the defendants was a servant boy employed in another floor of the building. The case was remanded.

The test of Professor Langsner's telepathic powers, which was arranged to take place yesterday afternoon, and by which he undertook to find an article hidden in the city, had to be postponed by reason of the fact that some members of the committee were not able to come to town. It will be held at a date and time to be announced.

The case in which Mr. L. G. Taylor, formerly manager of the Cafe Parisian, is charged with disorderly conduct, and Mr. J. L. Durand, proprietor of the Cafe, is charged with disorderly conduct, and further, prosecuted by Mr. and Mrs. Taylor for assault and for using abusive language (five charges in all) was mentioned at the Central Magistracy yesterday afternoon. The case had been adjourned by Mr. R. E. Lindsell, on Wednesday afternoon, for further hearing yesterday, but, owing to the typhoid weather, Mr. Lindsell was unable to come to the Court, and Major C. Willson remanded the case until this afternoon.

PROPERTY SALE.

At Messrs. Lammert Bros. Auction Rooms yesterday afternoon, New Kowloon Inland Lots Nos. 445, 446, 447, 448, and 449, together with four buildings, in course of construction on the first four lots, were sold by order of the mortgagees.

The property has the following areas and annual Crown Rentals:—

Areas	Annual Crown Rent
Lot No. 445 1,080 Square feet	\$8.00
" " 446 1,080 "	\$8.00
" " 447 1,080 "	\$8.00
" " 448 1,080 "	\$8.00
" " 449 1,080 "	\$8.00

The upset price was \$8,000, with bids of \$300 acceptable. The property was knocked down to Mr. Yeung King Lam for \$11,800.

At the China Auction Rooms, there was to have been sold, by order of the mortgagees, No. 22, Sands Street, on the remaining portion of Inland Lot No. 2399 and No. 13, Lan Kwai Fong, situated on Inland Lot No. 1007. These properties have areas of 2,156 square feet, and 663 square feet, and annual Crown rentals of \$22 and \$8 respectively.

Owing to the weather conditions, the sale was postponed until next Thursday.

CANTON CONFERENCE.

REPORT OF PROBABLE SETTLEMENT.

SALE OF WAR BONDS.

MRS. BORODIN HEADS CAMPAIGN WITH SING-SONG GIRLS.

[FROM OUR CHINESE CORRESPONDENT.]

A Kuomintang Press report states that at the conference of Canton and Hongkong delegates on Wednesday the Canton delegates practically agreed to put an end to the trade difficulties in spite of opposition from certain groups of workers. Some such opposition was expected but it was not thought that it would be serious. It is difficult to appraise the value of such a report, but there is this much to be said for it. In view of the censorship it would not have been published without the tacit approval of the Authorities.

On the other hand, workers who met at the Kwangtung University the same day insisted upon the maintenance of their original terms, including a return to the *status quo* and strike pay. Mr. Eugene Chen, however, did not personally receive the workers' delegation when it called upon him.

General Chiang Kai Shek and other Kuomintang leaders are not unaware of the pressing problems which may arise from dissatisfaction over a settlement of the boycott without the full consent of the Canton Strike Committee. More than 500 cadets from the Whampoa Academy have been brought to the City to supplement the Canton Police. One report, however, states that the landing of the cadets is not in anyway due to fear of a possible conflict with sections of the workers. The cadets, it is said, are needed to take the place of the Police so that the Police may turn their attention wholeheartedly to the canvass for the sale of war bonds.

WOMEN'S HELP.

Mrs. Jacob Borodin, wife of the Soviet Commissioner to South China, Mrs. Liao Chung Hoi, widow of the former Kuomintang leader, and other Kuomintang women, are heading a group of popular sing-song girls in a campaign for the sale of war bonds in Canton. The report of the capture of Changsha and Yenchow by Kuomintang troops in Hunan have now given the Cantonese a little more faith in these bonds.

POSTAL UNION.

The Canton Chinese Postmen's Union, unable to get the authorities of the Chinese Post Office to comply with their demands for higher wages and shorter hours, have formed a committee to consider the question of a strike and to arrange details. Unless the situation improves it is feared that there may be another "hold-up" of communications in Canton.

NEW JOKE FOR M.P.'S.

HANDKERCHIEF INSTEAD OF A HAT.

Mr. Thomas Griffiths, the Socialist member for Pontypool, was the centre of a hilarious scene in the House of Commons, when he wore a handkerchief in place of the hat which is required when a point of order is raised during the progress of a division. "He looked round feverishly for a hat, then folded an order-paper on his head, and asked Captain Fitzroy, the Deputy Chairman of Committees, if it would do. Another Socialist placed a not too tidy handkerchief on his head, and from under it there came a hurrahe on some Government promise of a fuller discussion and an appeal to Mr. Churchill to let the debate go on. "That is not a hat within the meaning of the Act," chanted Mr. Churchill, while Captain Fitzroy gazed in bewilderment at the knotty point in procedure, uncertain whether or not the head of Mr. Griffiths was duly and properly covered. Captain Fitzroy compromised by giving Mr. Griffiths a patient hearing, but making no reply other than to renew the question continuing the division.

FRENCH CRISIS.

RESIGNATION OF HERRIOT GOVERNMENT.

A DIFFICULT SITUATION.

(THROUGH REUTER'S AGENCY.)

PARIS, July 21st.

Excitement in the lobbies of the chamber is more intense even than yesterday. The feature of the situation has been the tendency for a further splitting of the parties. A meeting of the Radical-Socialists to-day formed an inter-party group to promote the idea of a Ministry of National Union. The Socialists have not yet decided to support M. Herriot and it is even suggested that the Government may be unable to appear in Parliament because it is unable to count on all the support of which it was assured.

NEW MINISTRY'S DECLARATION.

PARIS, July 21st.

In the presence of a packed Chamber M. Herriot read a Ministerial declaration stating that the Government had immediately concentrated its attention on the financial problem. Immense difficulties were looming ahead and the Government would consider it necessary to meet these difficulties, even the most pressing, in close conjunction with Parliament. "France intends paying the debts she contracted in defence of liberty and we absolutely refused to resort to any increase in the limit of our Note circulation and we reserve to ourselves absolute independence. Our object is to stabilise the franc."

The declaration had a very cold reception. The Ministerial Declaration says that the Government's programme is based on the conviction that the country ought to save itself with its own resources. France intends to pay the debts she contracted for the defence of liberty to the extent and in the form in which she will be certain to be able to keep the undertakings she makes. Foreign securities held outside France by Frenchmen must be repatriated. The Government intends to prepare a final return to freedom of capital by the fresh offer of an amnesty, refusal of which will be punished with severe penalties. Taxation will be rearranged in a more equitable manner and expenditure be reduced.

POINCARÉ COMBINATION POSSIBLE.

LONDON, July 21st.

Despite talk of dictatorships and revolutions and evidences of rising anti-American and in a lesser degree anti-British feeling among Parisians, authoritative French circles in London do not consider sensational developments likely in France. They believe the Herriot Cabinet cannot last and that a Poincaré combination is probable later. That may, politically, be undesirable to Britain but it is emphasised that the French Government will have enough to do to stabilise the franc without going back on Locarno.

AN ADVERSE VOTE.

PARIS, July 21st.

The Chamber has rejected a vote of confidence by 290 votes to 237. The vote followed a statement by M. Demonce that the 38 milliard of francs which was the maximum which the Banque de France could legally advance to the State was exhausted within sixty millions.

LATER.

M. Demonce subsequently announced that the figure of sixty millions as the Treasury's credit balance had now increased to 150 millions, though it was not explained how the increase had arisen.

COLLAPSE CHEERED.

PARIS, July 21st.

After the vote all the Ministers walked out, except M. Demonce who asked the Chamber to vote immediately on the Bill authorising the Banque to use part of the Morgan credits to enable the State to meet its obligations.

The sitting was suspended while the Finance Committee discussed the Bill. Huge crowds in front of the Chamber cheered and yelled when M. Herriot's collapse was announced.

"WE FOUGHT WELL."

LATER.

"We fought well," remarked M. Herriot late in the evening on the termination of his visit to the President, to whom he handed the Cabinet's resignation.

(REUTER'S AMERICAN SERVICE.)

IN AMERICA.

New York, July 21st.

A sensational rumour that the Banque de France might be forced to suspend payments to-morrow on account of the Note circulation having reached its legal maximum, caused a sharp break in the Stock Market. Towards the close scores of prices broke from two to eight points. The French franc lost half its earlier gain of 90 points.

The rumour persisted for the whole afternoon and was supported by flaring headlines in some of the evening papers. Finally a press despatch from Paris explained that the report was due to the mis-interpretation of M. Demonce's announcement.

WALL STREET PLUNGING.

NEW YORK, July 21st.

Remembering the debacle of the German mark, speculators on Wall Street were uneasy in the morning and continued plunging in the franc although the latter soon rallied on strong buying support.

Cables from Paris say that Frenchmen are eagerly changing francs into American securities. A further unsettling element was the result of the stock market, which has been strong for some weeks, becoming hesitant, as traders adopted a watching attitude to see whether the new French administration would be able to improve the situation.

AMERICAN UNEASINESS.

New York, July 21st.

In view of the fall of the franc and the prominence given in the press to war debt controversies the eyes of the American public are focussed on Europe, especially France. Uneasiness is increasing with regard to the outcome of France's difficulties while the newspapers give prominence to reports of anti-American demonstrations in France and anti-American feeling in England.

The American press hitherto has been remarkably moderate in tone, sympathising with Europe's difficulties but the man in the street is of opinion that France does not want to pay.

The Treasury has issued a statement amounting to a flat contradiction of Mr. Churchill's figures of British expenditure in the United States during the war. Some politicians accuse Mr. Mellon of excessive generosity in debt settlements, particularly the Italian debt.

RIVAL AMERICAN VIEWS.

Europe naked and shivering in a barrel while Mellon is cozily wrapped in clothes consisting of War Debt settlements and banknotes, blandly remarking "You may keep the barrel" is the subject of a cartoon in the *New York World*, which, in an accompanying leader, says that Churchill's rebuke, contained in his Commons speech of July 19th, is humiliating and fundamentally unanswerable. The paper adds that Mellon "with the finesse of a wild elephant" signed a public letter written probably by some bureaucrat in the Treasury, which was wrong in fact and nauseating in its pretensions at the generosity of the world. It concludes that President Coolidge's debt policy is merely timid evasion to satisfy Congress.

The *Herald Tribune* takes the other side of the Inter-Allied debt question, protesting that the transactions with the Allies were above board and carried on legal or moral pledge of cancellation. It declares that Britain refunded some debt as a matter of sound national policy whereby the E's restoration to parity has been greatly helped and Britain's position as a great commercial creditor nation strengthened.

FEVERISH EXCITEMENT.

Public interest in the debate was unprecedented in the history of the Republic. Tremendous crowds gathered outside the Palais Bourbon, shouted "Dis-solution!" and booed M. Herriot. There was a burst of cheers when the result of the division was announced. Police were requisitioned to keep order and the atmosphere was one of feverish excitement.

Prior to the adjournment, M. Demonce asserted that if the Chamber did not pass the bill dealing with the Morgan credits he would personally take the responsibility of authorising the Bank to sell part of the loan in order to save the Bank suspending payments on the Treasury's account, even if he were afterwards arraigned by the High Court.

M. Poincaré is at present a warm favourite for the Premiership.

POINCARÉ CONSENTS.

At 1.30 this morning, M. Poincaré accepted the President's invitation to form a Cabinet.

(THROUGH REUTER'S AGENCY.)

AN EMERGENCY COMMITTEE.

PARIS, July 22nd.

M. Poincaré's Government will most likely be in the nature of an Emergency Committee, composed of only half-a-dozen Ministers. The night sitting of the Chamber adopted the Bill authorising the Finance Minister to arrange an agreement with the Banque, under which the Minister will return to the Banque the currencies held by the Treasury, and also authorising an increase in the limit of the note issue by a sum corresponding to the sale currencies which will be carried out.

THE FRANC.

LONDON, July 21st.

French francs closed at 219½ and Belgian at 213½.

PARIS, July 22nd.

The Senate has adopted the Bill, submitted by M. Demonce.

Parliament rose at 3.10 this morning. The remainder of the Morgan Loan, which the Finance Ministry will hand over to the Banque de France amounts to \$33,000,000, and it is now possible that the Treasury will meet the obligations of the current month without resort to inflation.

FRANC: LATEST QUOTATION.

LATER.

Francs opened at 209 and now are 213½.

TOURISTS HISSED.

PARIS, July 22nd.

The temper of the crowd surging round the Chamber of Deputies last night was indicated by the fact that when the downfall of the Herriot Government was known shouts were raised "To the shambles," "Off with their heads," and other insulting cries.

On the contrary cheers were raised for Poincaré, Maginot and Franklin Bouillon, while two Communist deputies were greeted with howls of execration.

One had his hat bashed in and his walking stick taken.

There was another storm when a charabanc full of tourists appeared. The visitors were greeted with boos and hisses. A man leaped on to the running-board, and was only prevented from an apparent attempt at violence by the police.

M. Herriot was booed and catcalled by a large party assembled in the neighbourhood of the Elysee as he motored there to hand in his resignation to M. Doumergue.

ONE FALSE STEP.

PARIS, July 22nd.

The majority of the papers favour the formation of a ministry of the National Union, or national safety, thereby endorsing the manifesto signed by 290 deputies presented to M. Doumergue yesterday.

The effect of such a Government alone would save the country, it is asserted. M. Poincaré is endeavouring to enlist the ministerial services of Briand, Sarraut and Paul Boncour.

The *Ere Nouvelle* warns that whatever Government arises, that with an empty treasury and rising public indignation, one false step will be fatal.

NO LOANS FROM AMERICA.

WASHINGTON, July 22nd.

There is much sympathy among officials regarding France's financial difficulties, tempered by impatience over the upsets of the Cabinet.

There is every indication that France will be informed that no loans will be forthcoming from America, with Government sanction, until the Cabinet has a confidence vote, and the Franco-American Debt agreement has been ratified.

DUTCH TRADE.

SOUTH AFRICA AND EAST INDIES SUGGESTION.

JOHANNESBURG, July 22nd.

It is stated that General Hertzog and the Finance Minister, Havenga, favourably view the proposals of business relations between South Africa and the Dutch East Indies.

There is every likelihood of the Union Government adopting the suggestion to send a deputation to the East Indies to report the possibilities of trade, and also shipping facilities.

BRITISH LOSSES.

GOVERNMENT SUPPORTS CLAIMS AGAINST THE SOVIET.

(BRITISH WIRELESS SERVICE.)

RUGBY, July 21st.

In the House of Commons, Sir Austen Chamberlain stated that British subjects had lodged claims for arrest by the Soviet Government subsequent to the landing at Vladivostok, Ormansk or Archangel of British naval or military forces, and the British Government was supporting these claims when the settlement of outstanding questions was being negotiated with the Soviet Government.

DISARMAMENT.

POSITION IN GERMANY NOT CONSIDERED SATISFACTORY.

ROOSEY, July 21st.

In the House of Commons, Mr. Rennie Smith (Labour) asked what was the nature of the Note which had been recently addressed by General Walsh, Head of the Inter-Allied Military Control Commission to Germany, on the subject of German armaments.

Sir Austen Chamberlain said that in view of recent reports which had appeared in the press on this subject, he had taken the opportunity of making enquiries as to the facts of the case. The result had been what he had anticipated—that no Note of a special character had been sent by the Military Control Commission.

Mr. Rennie Smith: May we take it that the conditions of disarmament in Germany are satisfactory?

Sir Austen Chamberlain: I am sorry to say "No."

COAL FOR BRITAIN.

HUGE QUANTITY IMPORTED FROM ABROAD.

ROOSEY, July 21st.

Colonel Lane Fox, Secretary for Mines, stated in the House of Commons that 1,345,000 tons of imported coal arrived at British ports between July 1st and 17th.

(THROUGH REUTER'S AGENCY.)

WUCHOW BLOCKADE.

LABOUR QUESTIONS IN THE COMMONS.

LONDON, July 21st.

Sir Austen Chamberlain, replying in the House of Commons to a question by Mr. C. P. Trevelyan (Labour), in regard to the closing of the port of Wuchow for ten hours on June 24th, by the British Senior Naval Officer, after reciting the facts of the case said that His Majesty's Government still awaited further and detailed information, but, in view of the instructions issued by the Canton Government that facilities should be provided, the Foreign Office was inclined to the view that the responsibility for the incident rested with the local Chinese authorities.

ANY PRECEDENT?

Mr. Trevelyan asked if there was any precedent for British Naval Officers using their discretion in their relations with foreign Powers without reference to the Home Government, and Sir Austen replied that happily for the British Empire and the peace of the world there was plenty of precedent.

British Naval Officers had always shown themselves most capable of using their discretion. (Ministerial cheers.)

(BRITISH WIRELESS SERVICE.)

THE FACTS.

The facts known to the Foreign Office, as related by Sir Austen Chamberlain, were that after the murder of a British subject (Mr. J. M. Phillips of the A.P.C.), three British ships were proceeding, at the request of the British Acting Consul General, to visit the neighbourhood to investigate the circumstances of the crime.

The Canton Government said that they had ordered the local authorities to afford the British ships all facilities at Wuchow.

However, an anti-foreign organisation which the local Government appeared at first to have been unwilling or unable to control, caused obstruction regarding the engagement of pilots. After several days' fruitless negotiations, the Senior Naval Officer was obliged to resort to other measures and he took steps to close the port. It proved unnecessary, said Sir Austen, to stop shipping as pilots were furnished and the ships proceeded.

LABOUR VICTORY.

MISS MARGARET BONDFIELD WINS BY-ELECTION.

(THROUGH REUTER'S AGENCY.)

LONDON, July 22nd.

The bye-election due to the resignation of Sir Patrick Hastings, resulted as follows:—

Miss Margaret Bondfield (Labour), 18,883; Howard (Conservative), 9,839; Curry (Liberal), 4,000.

FINANCE BILL.

THIRD READING PASSES THE COMMONS.

LONDON, July 21st.

In the House of Commons, the Financial Bill was read a third time and passed. A Labour amendment for its rejection was defeated by 224 votes to 117.

THE INDIAN RIOT.

POLICE AGAIN FIRE ON THE CROWDS.

CALCUTTA, July 21st.

After the lull due to the severe storm, the disorders broke out afresh this morning, rapidly spreading until the police were obliged to fire at the crowds in a number of places.

Eventually the situation was got under control, but up to the time this message was sent, six persons had been killed and thirty-three seriously wounded.

THE EARTH'S CONQUERORS.

NOTABLE ACHIEVEMENTS.

At the anniversary banquet of the Royal Geographical Society, at the Connaught Rooms, London, at which Dr. D. G. Hogarth presided, the Secretary of State for Foreign Affairs (Sir Austen Chamberlain) was the principal guest.

Mr. H. A. L. Fisher, proposing the toast of "The Society," said there was no human motive which the Royal Geographical Society did not successfully harness to its chariot. Even politicians were not altogether exempt from its gentle allurements, and diplomats had contributed their quota to the erection of the great temple of geographical science. Their achievements were inscribed on every quarter of the globe, and if Mount Everest ever yielded, he ventured to predict it would be to a Fellow of the Royal Geographical Society.

The President responded. Referring to three expeditions in which the society was interested at the moment, he said the oldest was headed by Major Fawcett, from whom nothing had been heard since March, 1925, when he was just on the point of striking off into the forests of Brazil. They could not altogether forget that he was going into a region which had never previously been penetrated, and which was known to be inhabited by cannibals of a peculiarly low type and treacherous habits, and one could not help feeling a certain amount of anxiety as to the ultimate end of that expedition. The second expedition was just about to depart to explore again the Eastern Coast of Greenland, a region first explored by Englishmen 100 years ago, for which the University of Cambridge was making itself responsible. The third expedition being undertaken by Major Mason on behalf of the Indian Government was being sent to a practically unknown part of the Himalayas. To all those expeditioners they wished the best of luck and a safe return. (Cheers.)

Colonel Howard-Bury, leader of the 1921 Mount Everest Expedition, proposed the toast of "The Medalists"—Sir Edgeworth David (Patron's Medal), Colonel Norton (Founders' Medal), and Dr. John Ball (Victoria Medal). When they regarded the achievements of Sir Edgeworth David as the first man to climb Mount Erebus and to reach the magnetic pole in the Shackleton Expedition, and those of Colonel Norton in the Mount Everest Expedition, they need have no fear for the future of the Empire in the matter of brave deeds. (Cheers.)

The toast was acknowledged by the three medalists.

WOMAN AS MOZART.

YVONNE PRINTEMPS IN SACHA GUITRY'S PLAY.

"We used to be three," said Sacha Guitry. "Father, Yvonne and I. Now we are only two."

So, realising that the trio had lost, in Lucien's death, the great actor of the three, he determined to devise new musical playlets in which the great singing abilities of his wife, Yvonne, PrinTEMPS, could be exploited.

"Mozart," brought to the Gaiety Theatre, London, is the second of these. It gives an exquisite comedy actress the chance of impersonating the young composer when he was nineteen, and at his most mischievous age. The story is slight enough, that of Mozart conquering all the ladies' hearts and then being sent away.

Miss PrinTEMPS, however, justified all that Paris said of her performance. A brilliant house admirer, her charming clothes and listened, almost with rapture, to several songs, one of which, particularly, she sang with a superb artistry.

Sacha Guitry seconded his wife with his usual skill. The curtains were most enthusiastic.

GENERAL IGNORANCE.

AN AMERICAN UNIVERSITY TEST.

The general knowledge craze has spread to America, writes L. K. Emery in the *Westminster Gazette*. At the instigation of the *New Republic* a well-known New York weekly, a questionnaire was set to a hundred students, drawn from various years, of a large University. Seven of these were foreigners, two of whom were at the head of the list in the answering. Here are a few samples of the type of question set:—

Why was Plato great? What was his nationality? In what century did he live? Is he alive or dead?

Only five students answered correctly. Fifteen wrote nothing and eighty gave wrong answers. It was averred that Plato was a Greek mathematician and that he was a philosopher of the eighteenth century. Only one student admitted to having read Plato's *Republic*.

The same questions in relation to Napoleon were productive of a hundred per cent. correct answering. Kant fared badly, seventy-three students having not even heard of his existence. Fifty-six knew something about Martin Luther, but the remainder provided such replies as "A dead politician," "A preacher," "The Founder of the English Church."

THE UNKNOWN RUSSIANS.

The questionnaire made little attempt to discover profound learning. The questions were such as required only a superficial acquaintance with matters that make up the cultural equipment of the average educated man. For example, it was demanded of the students to mention several Russian writers. This would seem an easy task, yet only forty of the hundred could attempt an answer. Twenty-eight gave only one name—Tolstoy, whilst the rest put down as Russians Nietzsche, Balzac, Maupassant, and Joseph Conrad.

The American undergraduate is similarly deficient in geography. The Vatican, for example, is transported to Versailles and to Florence, and some vandals have shifted the Parthenon to Paris and Jerusalem. In another category only seven out of the hundred knew the meaning of the word "mausoleum."

The inference, of course, to be drawn, is that the standard of University education in America is extraordinarily low. Similar experiments have been confined to elementary and secondary schools. It is conceivable, however, that the answering of our own undergraduates on questions outside English affairs might stirle some of us.

WHO WAS MARCONI?

It is difficult to imagine that University undergraduates were responsible for the answer books. It is startling to find that twenty-nine out of the hundred examined either did not know who Cleopatra was or described her as "The Queen of Italy," "A famous vamp," "A bad woman," "A princess," and "A Roman lady." Marconi is written down as "A wise man of ancient times," "A French general," "A Jewish king."

The inventor of the aeroplane? One answer declares that he invented wireless telegraphy, but there is some doubt as to whether he lived in the sixteenth or seventeenth century. All the students believed Marconi to be dead. Ninety-out of the hundred had never heard of Confucius and ninety-two were in a like state about Spinoza. Solon, confused in a delicious howler with Salome, was described as a "Jewish dancer." Faraday was an unknown quantity to eighty. Isaac Newton appears as "a rich Jew." The American student has no clear ideas even on such outstanding contemporary figures as Bernard Shaw and H. G. Wells. The former is described as an "American author" by forty-two, and the latter by twenty students as an "American historian."

BOGUS BARON'S £200,000.

CONFRONTED BY DUFED "WIVES."

"The man who had included 'Baron Engel' among his bogus titles and had 'married' scores of wealthy women in different parts of the United States, gave compulsory audiences in his prison cell in Philadelphia recently to several of his victims. His manner towards them was ironical. One widow, Mrs. Burken, whose jewels he had secured before the wedding ceremony, was so disconcerted by his audacity that she nearly swooned.

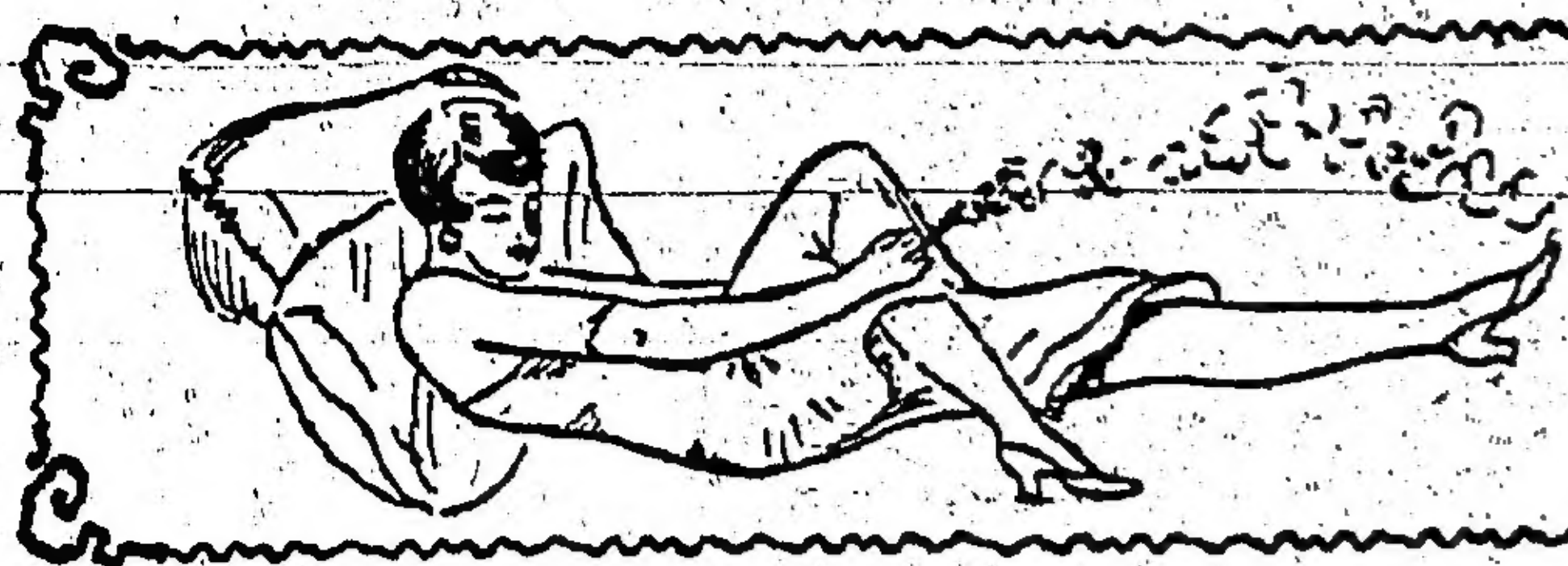
As she was ushered into his cell the 'nobleman' smiled, and, bowing courteously, said, 'How do you do, Mrs. Burken? The woman gasped and exclaimed, 'How dare you speak to me after what you did with my jewels!'

A New York woman, describing the prisoner's methods of courtship, said:—

I was out walking, when a man's voice behind me said 'Hallo, Elsie.' When I turned, he appeared to be greatly confused, fidgeted his hat and remarked, 'I am frightfully sorry, but I thought you were Elsie Janis. Will you forgive me?' We chatted for a moment and he asked me to direct him toward the boulevard. I assumed he meant Riverside Drive and agreed to do so. 'He offered me dollars for my service. I refused, with the comment that I had money of my own.

A whirlwind courtship follows, in which the fascinating foreigner, sent the woman daily ardent notes and flowers. Later he deserted her, but not before he had obtained from her jewellery sufficient to compensate him for his time and outlay.

Hardly a messenger-boy, and florid all testified to the lavish expenditure of the man during his courtship. His tips were frequently as high as £4. Altogether he is alleged to have swindled his 'wives' and fiancées out of £200,000. Yet now he is almost penniless through gambling.



The WOMAN'S PAGE

FASHION.

When Paris took up with enthusiasm the wearing of black, there sprang up almost immediately with it, or very shortly afterwards, the black and white design for day and evening wear. At the present black and white is all the fashion and the combination appears to grow in popularity because black or black and white forms a very dignified background for large patterns.

At the present there is nothing more charming than a touch of embroidery on a dress. Embroidery disappeared for quite a number of years from the fashion stage for one reason and another, and when the boyish outfits came into vogue it seemed as if embroidery had gone for ever. It is, however, coming again into its own. But it is not the old cross-stitch or the heavy embroidery; it is the still older embroidery in form of darning

It is really worth while to make a round of the shops, because there are so many more things inside than we can see in the window. Wind on dresses in Hongkong would seem to be very modest people for apparently they dislike intensely displaying their best goods.

There are some very pretty ready-made dresses in the stores and a large variety from which to make a choice. The "Siga of the Lantern" has not only a number of beautiful evening gowns but also pretty house dresses, morning frocks and sport dresses.

I noticed the other day a woman with a short and plump foot wearing a shoe with four straps. One strap would have been sufficient and she would have been wise had she worn a shoe without straps, or a good-looking laced walking-shoe. One of the first rules in fashion is not to show our shortcomings but to hide them cleverly.

The Vogue of Lace.

While the shingled and the bingled women wisely retain their tailored simplicity, their more "feminine" sisters



Low neck evening dress of black crepe-satin with cape effect at back. Slashed at each side with primrose satin and trimmed with gold brocade.



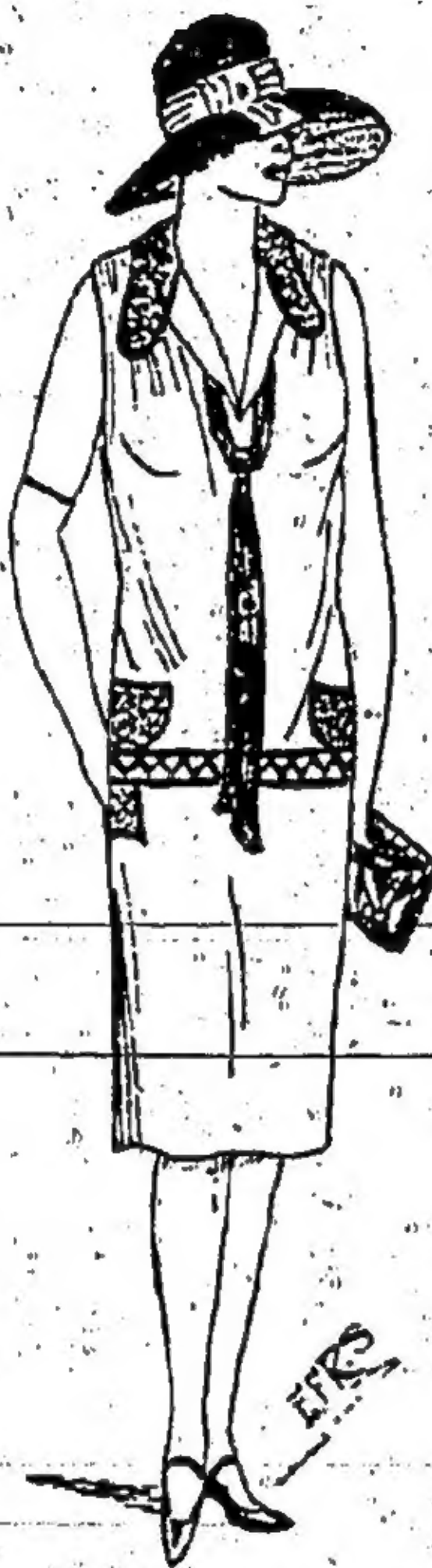
A daytime frock of striped silk illustrating both the bolero and the use of bows. Upper part of frock or tunic in one coloured silk.

THE BEAUTY PARLOUR.

The Dressing Table.

Numerous things are required to make the complete dressing table. One of the first and most necessary assets is the perfume. It is difficult to say what kind of perfume a woman should use as it is almost as much a question of our personality as our clothes. It would be wrong to say that inexpensive perfumes are not good. Connoisseurs find even among the inexpensive perfumes good ones. But for those who do not wish to depend upon their own taste in the matters of a Houbigant or a Coty perfume can be recommended. In expensive perfumes one seldom goes wrong. Baudelaire has put into verse the manifold kinds of perfumes.

"Some perfumes are as fragrant as a child,
Sweet as the sound of hautboys,
meadow-green,
Others, corrupter, rich, exultant,
wild,



A youthful crepe-de-chine summer dress with hand-made embroidery on pockets, collars and hips.

been matched a shade better. Moreover, the prices were very moderate.

Very refreshing in this warm weather is the use of Ice-Eau de Cologne, made in England. It is quite inexpensive. Applied before going to bed and after your bath in the morning it gives you a lovely feeling of coolness.

Hair Treatment.

Unless the wave is permanent, it means a great expense to keep the hair waved especially in this hot climate. Here is a way out of this trouble. Whether your hair be dry or greasy you will find water-waving your best method of treating it. If you are one of those unlucky ones whose hair refuses to remain waved for more than twelve hours, you can slip in your waving combs for half an hour every night and in this way keep the hair prettily waved.

For Very Dry Hair.

Very dry hair often loses its wave and the woman troubled in this way should make a rule of massaging a few drops of oil into the roots before she starts putting in her water-waving combs. If she does not like the idea of applying oil, she should brush a few drops of brilliantine into her hair. Bay rum should be liberally massaged into the hair if it is greasy, before the water-waving is commenced and the hair well-brushed and sprinkled with a few drops of the preparation.

To Apply the Combs.

Two pairs of water-waving combs should be ample to wave the whole head. Take an ordinary dressing comb first and dip it into water, shake it out to remove any excessive moisture. Pass it through the hair, dip it again, if necessary, and then comb the hair until it is all damp.

Slip in the water-waving combs. Where you place them must depend upon the way you arrange your hair. For hair that is combed straight back from the forehead one comb should be in the centre of the head to give a wave across the front, and the other fixed on either side. Draw the hair up in a light loop, before putting in the comb, and pinch it into shape. Then when all the hair-combs and pins have been put in position, either put a piece of veiling around the head, or slip on a shingle net till it is time to remove the pins or combs.

M.M.V.

HOUSEHOLD HINTS.

Inkspots Again.

Last time I gave a recipe to remove inkstains after the material has been washed. Only recently I heard a good way of removing inkstains before the material has been touched with water. It was told by a mother who had great trouble with the inkstains her daughter had in her dresses on her return from school.

One takes the leaves of the clover and rubs the leaves on the inkstain until the ink comes out. Then the dress is washed in the ordinary way and the inkstain is gone. The same recipe can be used to remove inkstains from a carpet.

OUR COOKING RECIPE.

A Tasty Recipe with a pound of Mince.

Fried steaks, made with minced beef are very appetizing. 2 lb. of minced beef add 2 oz. finely-chopped onion, one tablespoonful grated or chopped onion, a pinch of pepper and of salt. Mix all together and form into cakes 3 inches in diameter and about an inch in thickness. Dip them very lightly into flour, using only enough to give a thin film over the surface of the meat. In a frying pan melt a little fat, and when smoking hot put in the meat cakes, and sear them quickly on both sides. Then cover the pan and finish the cooking at a lower temperature. From 10-15 minutes should be sufficient. When the steaks are ready, remove them to a hot dish and serve them with a brown and thickened gravy. Small baked tomatoes would make a suitable garnish.

ELIZABETH ARDEN

NEW YORK.

PARIS

LONDON.

ELIZABETH ARDEN, whose smart Salons are frequented by the most beautiful women of the fashionable world, sends these wise suggestions to all women:

Don't mistake the cultivation of loveliness for make-up. They are miles apart! It is wisdom, of course, to make subtle use of fine toilet accessories to enhance and accent the features and the natural colouring. But it is tragic to try to hide blemishes with cosmetics, for each year you will grow more dependent on these artificial means of concealing the ravages of your unwisdom.

Learn to care for your skin scientifically, to keep it young and naturally lovely. Quicken the circulation that carries off poisons and brings fresh colour to the cheeks. Nourish the tissues to keep them firm and round. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth. You can!

The Venetian Preparations, which I made first for the treatments given in my Salons, are now on special display at

WATSON'S

whose assistants will give every information and advice concerning the preparations most suited to individual cases.

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THE HONGKONG DISPENSARY.

THE PIONEER SILK STORE

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AT

THE SIGN OF THE LANTERN.

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Things personal, yet practical.
Things correct, yet inexpensive.

THIS WEEK'S IMPORTED NOVELTIES.

Dainty Parisienne Evening Vanity Cases—Gold and Silver Inlaid and Coloured Enamel, in attractive designs. Quite unique in Hongkong.

PANDORA.

23a, Queen's Road Central.

ALBERT.

THE FRENCH CHEF.

Will have much pleasure in welcoming his numerous Patrons at his Restaurant to partake of his French cooking, and he particularly calls their attention to his latest novelty

PICNIC ICE CREAM.

This will shortly be ready and for bathing, picnics or parties this delicious sweet is unsurpassed in Hongkong, and will last for at least 6 hours.

22, QUEEN'S ROAD CENTRAL.

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Even wounds that have taken "bad ways," and obstinate cases of Eczema, Psoriasis, Ulcers, Ringworm and Piles, are all successfully treated by this wonderful herbal balm.

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Splendid For SKIN TROUBLES

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YOUR

MOTOR

CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

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THE LATEST CHANGES.

China Coast Officers.

Captain J. E. Richards of the *Sin-kiang*, is on reserve.

Captain D. Williams of the *Kanchow*, has gone master, *Sin-kiang*.

Captain W. T. Hode of the *Hupch*, has gone master, *Kanchow*.

Captain J. B. Shearer, from reserve, has gone master, *Szechuen*.

Captain F. A. Penington, acting master, *Nankin*, has gone chief officer, *Wuchang*.

Captain R. Umpleby of the *Linan*, has gone master, *Nankin*.

Captain T. Johnstone, from reserve, has gone master, *Linan*.

Captain A. Glendinning of the *Kwang-se*, has resigned.

Mr. J. McKinlay, second officer, *Sin-kiang*, is on reserve.

Mr. E. E. Woodstock, second officer, *Kanchow*, has gone second officer, *Sin-kiang*.

Mr. F. J. Gregg, second officer, *Shan-tung*, has gone second officer, *Fukien*.

Mr. A. Swanson, second officer, *Kanchow*, has gone second officer, *Shantung*.

Mr. P. Bell, chief engineer, *Hupch*, is deceased.

Mr. L. L. Foxall, from leave, has gone second officer, *King Fung*.

Mr. W. Boyle, second officer, *Hupchow*, has gone third officer, *Tai-koo Wan Yt*.

Mr. E. S. Macpherson, second officer, *Fatshan*, has gone second officer, *Hupchow*.

Mr. E. J. Plover, from leave, has gone second officer, *Fatshan*.

Mr. J. R. Foster, third officer, *Fatshan*, has gone second officer, *Kiukiang*.

Mr. O. Fox, chief officer, *Chinkia*, has gone chief officer, *Taming*.

Mr. D. C. Jones, chief officer, *Taming*, has gone chief officer, *Chinkia*.

Mr. A. H. Finnie, second officer, *Luchow*, has gone second officer, *Tientain*.

Mr. C. Fletcher, second officer, *Leesang*, has gone, *Kwai-sang*.

Mr. G. A. R. Powell, third officer, *Hangang*, has gone second officer, *Leesang*.

Mr. J. H. Teller, third officer, *Chipsing*, has gone third officer, *Hangang*.

Mr. J. M. Anderson, chief officer, *Kwai-sang*, is on reserve.

Mr. A. J. Begler, chief engineer, *King-wo*, is on reserve.

Mr. D. Anderson, chief engineer, *Tai-koo*, has gone chief engineer, *King-wo*.

Mr. J. Gunn, chief engineer, *Fooshing*, has gone chief engineer, *Tai-koo*.

Mr. C. Ross, chief engineer, *Kwai-sang*, is on reserve.

Captain R. Hughes of the *Fuhso*, is on reserve.

Mr. W. W. Armes, second officer, *Hinchu*, has gone second officer, *Hsin Kiang*.

Mr. G. Innes, second officer, *Hsin Kiang*, has gone second officer, *Hinchu*.

Mr. G. Boyle has been appointed supernumerary second officer, *Hsin Kiang*.

Captain W. Brewer, from leave, has gone master, *Derwent*.

Mr. D. T. Lewis, acting master, *Derwent*, has gone chief officer, same ship.

Mr. J. A. Johnstone, third officer, *Haichang*, has resigned.

Captain A. C. Inglis, from reserve, to master *Seistan*.

Captain W. Wilson of the *Seistan*, is on reserve.—Shipping and Engineering.

THE "PRESIDENT WILSON."

ARRIVES, BUT REMAINS IN BAY.

The Dollar Line s.s. *President Wilson*, commanded by Capt. Henry Nelson, arrived on Wednesday evening from San Francisco, via Honolulu, Japan ports and Shanghai. Owing to the No. 3 typhoon signal having been hoisted by the time she arrived, the liner remained in Kowloon Bay, in accordance with the regulations prohibiting vessels proceeding to wharves while there was risk of a typhoon striking Hongkong.

The liner is due to sail this afternoon for Manila, and will go to the wharf at Kowloon, provided the weather permits, but if bad weather continues, the sailing will be postponed.

She brought 831 tons of cargo for Hongkong consisting of the following commodities:—

Groceries	89 tons.
Canned goods	14 "
Sulphate of Ammonia	56 "
Leather	13 "
Lubricating oil	5 "
Fresh fruit	25 "
Canned milk	19 "
Flour	245 "
Gummi	36 "
Hardware	6 "
Ice house cargo	15 "
General	117 "

3,105 tons of cargo consisting of canned milk, ice house cargo, lubricating oil and hay, are for Manila discharge.

Among the passengers on board were Mr. F. Vogler, special representative of the Star Automobile Corporation, on a business trip to the Far East;

The Misses Helen Swinehart and Nancy Cleaver, of California, making a circle tour of the Orient;

Mr. John Reiger, steward of the Majestic Hotel, Shanghai, making a vacation tour of the southern ports;

Mr. S. Honig, a well-known curio dealer in America, on his annual business trip to the Orient;

Mr. E. Hoyt, assistant to the U.S. Trade Commissioner, on a business trip to Manila for the Government.

Of the 87 cabin passengers and 255 steerage passengers aboard, 25 cabin and 137 steerage passengers disembarked here.

CHINA COAST OFFICERS.

THE LATEST CHANGES.

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Captain D. Williams of the *Kanchow*, has gone master, *Sin-kiang*.

Captain W. T. Hode of the *Hupch*, has gone master, *Kanchow*.

Captain J. B. Shearer, from reserve, has gone master, *Szechuen*.

Captain F. A. Penington, acting master, *Nankin*, has gone chief officer, *Wuchang*.

Captain R. Umpleby of the *Linan*, has gone master, *Nankin*.

Captain T. Johnstone, from reserve, has gone master, *Linan*.

Captain A. Glendinning of the *Kwang-se*, has resigned.

Mr. J. McKinlay, second officer, *Sin-kiang*, is on reserve.

Mr. E. E. Woodstock, second officer, *Kanchow*, has gone second officer, *Sin-kiang*.

Mr. F. J. Gregg, second officer, *Shan-tung*, has gone second officer, *Fukien*.

Mr. A. Swanson, second officer, *Kanchow*, has gone second officer, *Shantung*.

Mr. P. Bell, chief engineer, *Hupch*, is deceased.

Mr. L. L. Foxall, from leave, has gone second officer, *King Fung*.

Mr. W. Boyle, second officer, *Hupchow*, has gone third officer, *Tai-koo Wan Yt*.

Mr. E. S. Macpherson, second officer, *Fatshan*, has gone second officer, *Hupchow*.

Mr. E. J. Plover, from leave, has gone second officer, *Fatshan*.

Mr. J. R. Foster, third officer, *Fatshan*, has gone second officer, *Kiukiang*.

Mr. O. Fox, chief officer, *Chinkia*, has gone chief officer, *Taming*.

Mr. D. C. Jones, chief officer, *Taming*, has gone chief officer, *Chinkia*.

Mr. A. H. Finnie, second officer, *Luchow*, has gone second officer, *Tientain*.

Mr. C. Fletcher, second officer, *Leesang*, has gone, *Kwai-sang*.

Mr. G. A. R. Powell, third officer, *Hangang*, has gone second officer, *Leesang*.

Mr. J. H. Teller, third officer, *Chipsing*, has gone third officer, *Hangang*.

Mr. J. M. Anderson, chief officer, *Kwai-sang*, is on reserve.

Mr. A. J. Begler, chief engineer, *King-wo*, is on reserve.

Mr. D. Anderson, chief engineer, *Tai-koo*, has gone chief engineer, *King-wo*.

Mr. J. Gunn, chief engineer, *Fooshing*, has gone chief engineer, *Tai-koo*.

Mr. C. Ross, chief engineer, *Kwai-sang*, is on reserve.

Captain R. Hughes of the *Fuhso*, is on reserve.

Mr. W. W. Armes, second officer, *Hinchu*, has gone second officer, *Hsin Kiang*.

Mr. G. Innes, second officer, *Hsin Kiang*, has gone second officer, *Hinchu*.

Mr. G. Boyle has been appointed supernumerary second officer, *Hsin Kiang*.

Captain W. Brewer, from leave, has gone master, *Derwent*.

Mr. D. T. Lewis, acting master, *Derwent*, has gone chief officer, same ship.

Mr. J. A. Johnstone, third officer, *Haichang*, has resigned.

Captain A. C. Inglis, from reserve, to master *Seistan*.

Captain W. Wilson of the *Seistan*, is on reserve.—Shipping and Engineering.

"ROUNABOUT" STEAMER.

FISHING VESSEL THAT CARRIES THIRTY MOTOR-BOATS.

The steamship *Helder* left Hull recently on a novel fishing voyage to Greenland waters.

Fish cannot be trawled for there in the ordinary way, owing to the rocky nature of the sea floor. The *Helder* carries a davit, like a roundabout, on which are thirty motor-boats, which can be quickly launched.

The motor-boats will be manned by skilled fishermen, mostly Norwegians, who will fish with lines. They will place their catches in the *Helder*, which carries the latest refrigerating plant.

The vessel cost approximately £100,000 to fit out.

SHIPPING NOTES.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 131.

Admiral Yamamoto, Tosumart, will arrive on the 22nd inst. at Singapore and on the 23rd at Batavia, from where he will proceed to Australia. On the 24th September he will return via Brisbane, Townsville, Thursday Island and Manila.

SHIPPING MOVEMENTS.

The B.I. & April Line's s.s. *Talma* left Singapore for this port on the afternoon of the 17th inst., and is due here at daylight this (Friday) morning. She will leave for Amoy, Moji, Kobe and Osaka on Sunday, the 25th inst., at 8 a.m.

VESSELS EXPECTED.

Canton (Swedish East Asiatic Co., Ltd.), due to-morrow.

Kashmir (P. & O.), due to-day, about 5 a.m.

Nanking (Swedish East Asiatic Co., Ltd.), due August 12th.

Ranpura (P. & O.), due to-day, about 11 a.m.

Talamba (B.I. & Apar), due to-day.

VESSELS IN DOCK.

The following vessels are in Dock:—
Taikoo Dock:—*Corbis* and *Heungshan*.

SUNRISE AND SUNSET IN HONGKONG.

FOR JULY, 1926

(STANDARD TIME OF THE 120TH MERIDIAN).

Date	Sunrise	Sunset
July 23rd	5.51 a.m.	7.08 p.m.
" 24th	5.51 "	7.08 "
" 25th	5.51 "	7.07 "
" 26th	5.52 "	7.07 "
" 27th	5.52 "	7.06 "
" 28th	5.52 "	7.06 "
" 29th	5.53 "	7.06 "
" 30th	5.53 "	7.05 "
" 31st	5.54 "	7.05 "

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 22nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.58	29.38	29.38
Temperature	84	77	77
Humidity	77	91	86
Wind Direction	E	N	ESE
" Force	0	0	0
Weather	0	OR	OR
Rain	0.71	0.00	2.47

Highest open-air Temperature on 21st ... 86

Lowest open-air Temperature on 22nd ... 76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From July 23rd to 28th, 1926.

HIGH WATER. LOW WATER.

Days of Month. Days of Month. H'kong. Standard Time. Height. H'kong. Standard Time. Height.

Days of Month	Days of Month	H'kong. Standard Time	Height	H'kong. Standard Time	Height
Fri. 23	h. m.	7.3	7.2	h. m.	0.37
Satur. 24	7.35	4.1	7.41	0.7	
Sun. 25	7.49	7.6	7.51	0.8	
Mon. 26	7.57	8.0	8.03	0.8	
Tues. 27	8.08	4.3	8.10	0.8	
Wed. 28	8.27	8.1	8.25	0.7	
Thur. 29	8.44	4.4	8.45	0.1	
	11.26	8.0	11.26	0.1	
	10.19	8.0	10.19	0.1	
	0.13	4.4	0.13	4.4	
	11.15	7.6	11.15	7.6	
	0.52	4.5	0.52	4.5	
	0.17	7.0	0.17	7.0	

RIVER LEVELS.

Bulletin from

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels (in English Feet) at 8 a.m.

1926

Place of Observation. Highest W. Level recorded. Lowest W. Level recorded. W.L. July 19. W.L. July 20.

Place of Observation	Highest W. Level recorded	Lowest W. Level recorded	W.L. July 19	W.L. July 20
West River at Shingling	+41.0	0	+10.6	—
North River at Tsingyuen	+28.7	0	+6.6	—
North River at Samshui	+27.3	-5.0	+10.24	—
East River at Sheklung	+15.2	-3	+0.7	+6.8



Ask for

'Scotch' and you'll get a whisky—of some sort. Ask for 'Johnnie Walker' and you'll get the whisky—the right sort. Its quality and age are guaranteed the world over.

JOHNNIE WALKER

Guaranteed the same quality throughout the world.

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AGENTS: CALDBECK, MACGREGOR & Co. Ltd.

SHANGHAI HONG-KONG TIENTSIN

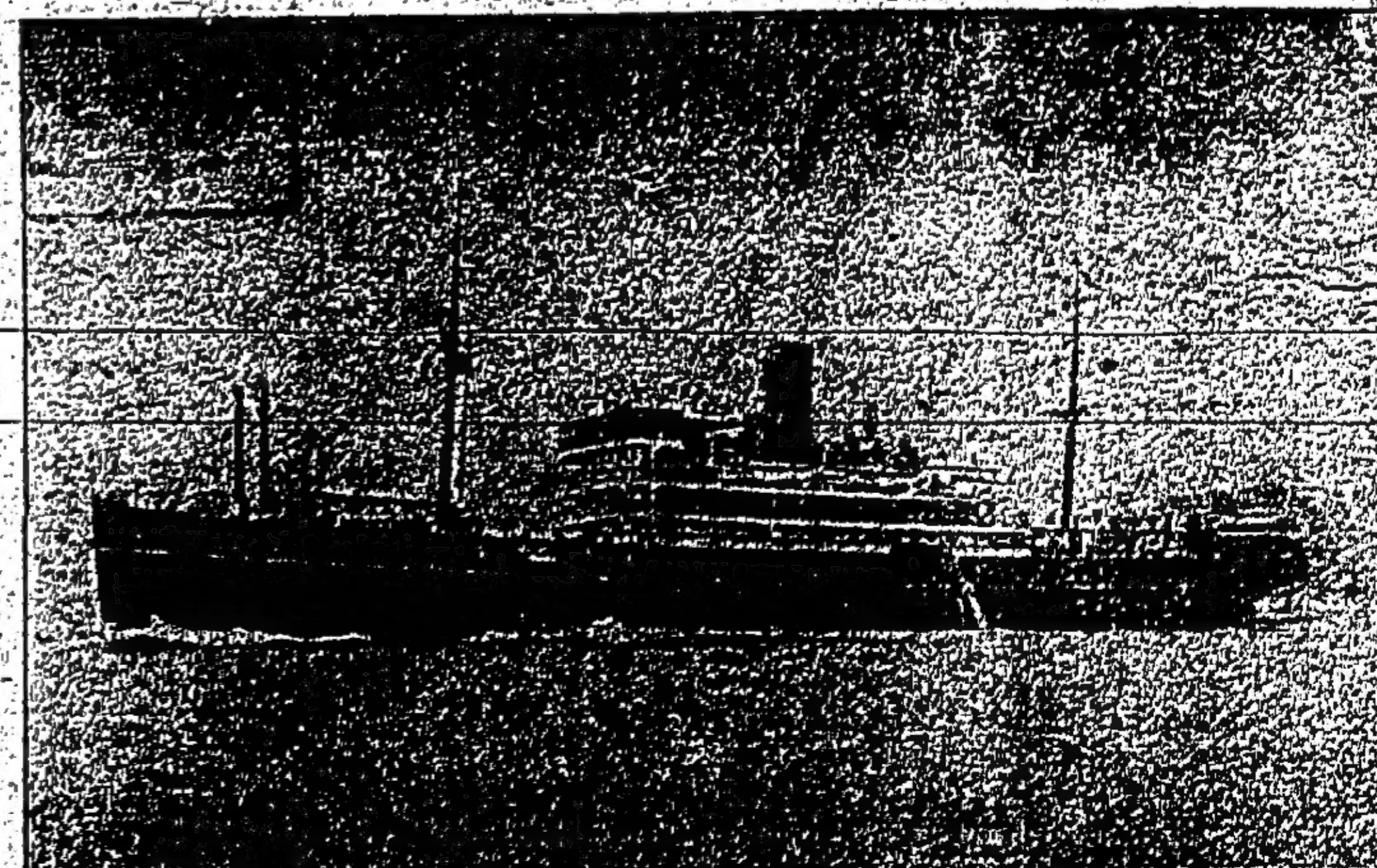
JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK, SCOTLAND.

THE HONGKONG & WHAMPOA DOCK Co., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Cons. Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watson's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. 'CHANGTE.'

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK, HONGKONG



A Welcome Visitor

at any time in every household.

Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with

KEATING'S

S.S. "GENERAL METZINGER."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, etc., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Options Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. To-day, requesting it to be landed here.

Ships of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 27th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Friday

SHIPPING NEWS.

ARRIVALS.

July 21st.
Anhui, British str., 9,000 tons, Capt. G. H. Pennefather, from Singapore and Amoy, with firewood and general cargo, lying at buoy No. B32-B & S.
City of Norwich, British str., 4,346 tons, Capt. L. Adams, from Colombo, with ballast, lying at Kowloon Dock, lying at Kowloon Dock.
Lima Maru, Japanese str., 4,207 tons, Capt. S. Takahashi, from Bremen and Singapore, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
President Wilson, American str., 3,319 tons, from San Francisco and Shanghai, with a general cargo, lying at Kowloon Bay.—Dollar S.S. Line.
Vulcanus, Dutch str., 707 tons, Capt. J. C. Landman, from Tamsui, with benzine and general cargo, lying at Taikoktsui.—A.P.C.

it was not known whether they had actually left the harbour before the typhoon weather arrived. There were two British for Haiphong, one American for San Francisco, one French and two British for Shanghai, one Japanese for Manila, one Japanese and one Dutch for Singapore, one Chinese for Haiphong, one Chinese for Sha U Chung, one Chinese for Quinhon and one British for Swatow.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).
 For Hongkong 1,670 tons.
 For ports beyond 8,965
 Total 10,635 "

(During the previous 24 hours ended at 9 a.m. on Wednesday).
 For Hongkong 14,566 tons.
 For ports beyond 18,222
 Total 29,788 "

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

July 22nd.
Hydringene, British str., 561 tons, Capt. E. Bentley, from Kwang Chow Wan, with a general cargo, lying at Sham-shuipo.—Chiu On S.S. Co.

HONGKONG SHIPPING.

Yesterday's shipping statement naturally showed a decrease in the cargo returns, in view of the fact that apart from the vessels which arrived late on Wednesday morning and during the afternoon, none entered port after five o'clock. There should be, however, providing the weather permits, a heavy list of arrivals by the time this morning's shipping statement is ready.

At 9 a.m. yesterday there were 63 vessels in the harbour, of which 32 were British. During the previous twenty-four hours ten vessels arrived, two British, two French, one American, one Dutch, two Japanese and two Chinese. The departures entered during the same period came to thirteen, but

City of Norwich (British) from Colombo in ballast;
Anhui (British) from Singapore and Amoy with 430 tons of wood and general cargo and mail;
Lima Maru (Japanese) from Bremen and Singapore 524 tons of general cargo, mail and 6,684 tons for ports beyond;
Taiyo Maru (Japanese) from San Francisco and Shanghai with 430 tons of general cargo;
General Metzinger (French) from Marseilles and Saigon with 196 tons of general cargo, mail and 1,366 tons for ports beyond;
Andre Lebon (French) from Changsha with 24 tons of general cargo, mail and 715 tons for ports beyond;
Chine Arree (Dutch) from Calcutta in water ballast;
Vulcanus (Dutch) from Tamsui with 29 tons of benzine empties and three tons of packed benzine.
Tak Hong (Chinese) from Nam Tau with 25 piculs of vegetables;
Sui Fik (Chinese) from Sha U Chung with 18 piculs of general cargo.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR SHANGHAI AND JAPAN—

M.V. "MIENSTERLAND" ... due here on or about 3rd August
 S.S. "OLDENBURG" ... due here on or about 31st August

SAILINGS FOR EUROPE

M.V. "VOGTLAND" ... sailing from here on or about 8th August

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.
 TEL C. 2225.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "SIAM"

will be loading for VALENCIA, MARSEILLES, DUNKIRK, ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 28th of August, 1926

Further Sailings	Expected on or about	Will leave homeward bound on or about
M/S. "Peru" ...	28th July	28th September
M/S. "Danmark" ...	4th August	10th September
S.S. "Kina" ...	12th August	
M/S. "Asia" ...	10th September	6th October

Subject to change without notice.

For further particulars, please apply to—
 JOHN MANNERS & CO., LTD.
 Agents.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW EAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MADISON" ... July 27th.
 "PRESIDENT JACKSON" ... Aug. 8th.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking arranged.

FOR MANILA

"PRESIDENT JACKSON" ... July 31st.
 "PRESIDENT MCKINLEY" ... Aug. 12th.

HONGKONG AND SHANGHAI BANK BUILDING.
 Telephone: Central 2477, 2478 & 795.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE

"CITY OF BARODA"

(3,670 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched Via PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 5th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 2nd JANUARY, 1927.

For Freight or Passage, Apply to—

THE BANK LINE, LTD.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

(Special FARES to EUROPE)

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	July 23	July 25	July 25	July 31	Aug. 9
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 23	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 27th July, at Noon
 TENYO MARU ... Monday, 9th Aug. at Noon
 KOREA MARU ... Tuesday, 24th Aug. at Noon
 SHINYO MARU ... Tuesday, 7th Sept. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU ... Wednesday, 25th Aug. at Noon
 ANYO MARU ... Tuesday, 12th Oct.
 MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKONE MARU ... Saturday, 31st July
 SUWA MARU ... Saturday, 14th Aug.
 FUSHIMI MARU ... Saturday, 25th Aug.
 HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 18th Aug. at 11 a.m.
 TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.
 NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Friday, 6th Aug.
 BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

HAKATA MARU ... Friday, 6th Aug.
 BOMBAY via Singapore, Penang & Colombo.
 TOTTORI MARU ... Thursday, 28th July
 AWA MARU ... Wednesday, 11th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Saturday, 21st Aug.
 SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU ... Sunday, 25th July
 TOKUSHIMA MARU ... Monday, 26th July
 SADO MARU ... Tuesday, 27th July
 GENOA MARU ... Monday, 2nd Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
PAUL LECAT	—	—	3rd Aug. 1926
GENERAL METZINGER	—	—	17th Aug. "
AMAZONE	16th July, 1926	17th Aug. 1926	14th Sept. "
ANGERS	30th July "	14th Sept. "	28th Oct. "
D'ARTAGNAN	13th Aug. "	28th Sept. "	26th Oct. "
ANGKOR	27th Aug. "	12th Sept. "	6th Nov. "
PORTHOS	10th Sept. "	—	—

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
 A CLASS 1st Class—£ 99. 0d. 0d. B CLASS 1st Class—£ 25. 0s. 0d.
 STEAMERS 2nd —£ 70. 0d. 0d. STEAMERS 2nd —£ 21. 6s. 0d.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

ss. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st July.
 Sailings subject to alteration without notice.

For full Particulars, apply to—
 MESSAGERIES MARITIMES CO.,
 Telephone: Central 740. 8, QUEEN'S BUILDING
 CONSIGNATION—TRANSHIP—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HAIPHONG	STRAITS & CALCUTTA	"CHAKSANG"	Friday	23rd July, at 10 a.m.
SHANGHAI	"LAISANG"	Friday	23rd July, at 3 p.m.	
SANDAKAN	"SUISANG"	Saturday	24th July, at 8 a.m.	
SHANGHAI	"HINSANG"	Saturday	24th July, at 2 p.m.	
HAIPHONG	"FOUSANG"	Sunday	25th July, at 7 a.m.	
MANILA, CEBU & ILOILO	"MINGSANG"	Sunday	25th July, at 8 a.m.	
TSINGTAU via SHANGHAI	"YUENSANG"	Sunday	25th July, at Noon	
KOBE via SHANGHAI & YOKOHAMA	"KWONGSANG"	Wednesday	25th July, at Noon	
TIENSIN	"KUMSANG"	Thursday	29th July, at 7 a.m.	
KOBE via MOJI	"CHEONGSANG"	Thursday	29th July, at Noon	
HAIPHONG	"FOOKSANG"	Sunday	1st Aug. at 7 a.m.	
STRAITS & CALCUTTA	"LEESANG"	Sunday	1st Aug. at 8 a.m.	
TSINGTAU via SHANGHAI	"HOSANG"	Tuesday	3rd Aug. at 3 p.m.	
KOBE via MOJI	"HOPSANG"	Wednesday	4th Aug. at Noon	
TIENSIN	"NAMSANG"	Saturday	7th Aug. at 7 a.m.	
SHANGHAI	"CHIPSANG"	Tuesday	10th Aug. at Noon	
	"YATSHING"	Wednesday	11th Aug. at Noon	

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENIFFER"	... a.m. 23rd July.
"GLENOGLE"	... 5th Aug.
"GLENAMOUY"	... 24th
"GLENABRY"	... 2nd Sept.
"GLENAPF"	... 16th

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong
"CARNARVONSHIRE"	Noon, 23rd July.	London, Rotterdam & Hamburg via Oran.
"PEMBROKESHIRE"	... 25th Aug.	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

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NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d.

Intermediate class £48. 2s. 0d. } To GENOA.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
"FRANKEN"	—	About 5th of August, 1926.
"FULDA"	14th August, 1926	22nd August, "
"KONIGSBERG"	11th September, "	16th October, "
"TIEH"	8th October, "	13th November, "
"SAARBRUECKEN"	6th November, "	11th December, "
"COBLENZ"	4th December, "	8th January, 1927.
"YORK"	20th December, "	6th February, "
"FULDA"	27th January, 1927.	6th March, "
"DERFFLINGER"	—	—

*Will call at Trieste and Venice instead of Genoa and Marseilles.

For Freight and Passage, please apply to—

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Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



York Building Hongkong.
 Tel. Address: JAVALYN
 Tel. Central 1574.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA & M'KEE	In Port	23rd July	AMOI, SHANGHAI & DALNY
TJISONDARI	BATAVIA	25th July	28th "	SHANGHAI
TJISAROEBA	SHANGHAI	26th "	29th "	BATAVIA
TJIKINI	DALNY & AMOI	4th Aug.	6th Aug.	MARASSEL & SOERABAYA
TJIKEMBANG	BATAVIA	8th "	11th "	SHANGHAI
TJISONDARI	SHANGHAI	8th "	12th "	BATAVIA
TJIMANOEK	NORTH CHINA & AMOI	18th "	20th "	BATAVIA
TJIKANDI	JAPAN	22nd "	24th "	BATAVIA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
 JAVA-CHINA-JAPAN LIJN.

10]

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF BEDFORD" ... Via Suez Canal ... 30th July.
 "MALVERNIAN" ... Via Suez Canal ... 13th August.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

(ANDREW WAIN & Co., London.)

Sailings from Hongkong
 M.V. "WEIRBANK" ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "ROMEO" ... Marseilles, London, Havre & Hamburg ...
 From Hongkong, 23rd July.

FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
 "B" 1st Class £20. 2nd Class £15.

MAURITIUS & SOUTH AFRICA**ORIENTAL-AFRICAN LINE**

STEAMERS From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Natal, Lourenco Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,385	23rd July, Noon.	Singapore, Penang, Colombo and Bombay.
"BANPURA"	15,585	24th July, Noon	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"NAGPORE"	5,283	10th Sept.	Mars., L'don, Hamburg, E'dam, & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOBEA"	10,918	18th Oct.	Marseilles, London & Antwerp.
"KEYBER"	9,114	30th Oct.	Marseilles and London.
"MANUVA"	10,922	13th Nov.	Marseilles, London and Antwerp.
"KARNATA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London and Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	27th July, 2 p.m.	Singapore, Penang and Calcutta.
"SHIBALA"	7,841	7th Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,949	27th Aug.	do.
"SANTHIA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,355	27th August	Manila, Cebu, Thursday Island.
"ST. ALBANS"	4,300	1st Oct.	Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	19th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Peking, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southsington and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MACEDONIA"	11,089	24th July, 10 a.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	27th July, 6 a.m.	Amoy, Moji, Kobe and Osaka.
"NAGPORE"	5,283	2nd Aug.	Shanghai, Moji and Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	6th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	13th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	20th Aug.	Yokohama only.
"TALAMBA"	8,018	3rd Sept.	Shanghai and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,300	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIBALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	18th Sept.	Shanghai, Moji and Kobe.
"KEYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANUVA"	10,922	13th Oct.	Shanghai, Moji and Kobe.
"KARNATA"	9,128	27th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,355	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,300	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australia Lines are fitted with Laundries.
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... Capt. Ellis Walker ... Friday, 23rd July, at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).
 Round Trip Tickets will be issued from Hongkong to Foonchow (Pagoda Anchorage) and Return by the same Steamer by the "HAIHONG," "HAIHONG" and "HAIHONG" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SWATOW & SHANGHAI	"BOOCHOW"	On 22nd July, 3 p.m.
AMOY & SINGAPORE & BANGKOK	"KALGAN"	On 23rd July, 6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 24th July, 6 a.m.
WEIHAIWEI, CHEFOO & TIENSTEIN	"KUEICHOW"	On 24th July, 4 p.m.
SHANGHAI	"SUIYANG"	On 25th July, 6 a.m.
AMOY & SHANGHAI	"SZKHOEN"	On 27th July, 6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 27th July, 6 a.m.
BANGKOK	"KWANGCHOW"	On 27th July, 6 a.m.
SHANGHAI	"SUNNING"	On 29th July, 6 a.m.

AMOY, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 29th July, 6 p.m.
HAIHONG & HAIHONG	"TRAN"	On 29th July, 10 a.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 31st July, 6 a.m.
SHANGHAI	"SINKIANG"	On 1st Aug., 6 a.m.
AMOY & SINGAPORE	"KWANGTUNG"	On 6th Aug., 6 a.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 36.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	In Port	23rd July, Noon
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight and Passage Apply to— **BUTTERFIELD & SWIRE.**

Telephone: CENTRAL 36.

Agents.

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sailing on or about 19th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOVA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "ROSANDRA" ... Sails on or about 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "VENEZIA" ... Sails on or about 5th August.

S.S. "ROSANDRA" ... Sails on or about 31st August.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMBINGA" ... Sails from Calcutta on or about 31st July via Rangoon and Colombo.

S.S. "UMVOLOSI" ... Sails from Calcutta on or about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF BEDFORD"	... Via Suez Canal	30th July.
"MALVERNIAN"	... Via Suez Canal	13th August.
"DOLIBUS"	... Via Suez Canal	27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD., HONGKONG.****HONGKONG AND CANTON.** **JARDINE MATHESON & CO., LTD., CANTON.**

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PRINCE LINE**IMPROVED SERVICE**

BY

FAST MOTOR VESSELS

TO

BOSTON**NEW YORK****PHILADELPHIA**

M.V. "JAPANESE PRINCE" ... Leave Hongkong 29th July

M.V. "CHINESE PRINCE" ... 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

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**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and
 PENANG, on the 22nd July, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
 to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

York Building, Queen's Road.

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POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Postable articles forwarded by letter post to Great Britain are liable to contribution by the Customs. Such articles should be forwarded by parcel post only.

WIRELESS SERVICE between Hongkong and Canton resumed.

INWARD MAILS.

From	Per	Date
Europe via Suez (letters & papers, London, 24th June, & parcels 17th June)	Macedonia	23rd July.
STRAITS	Taiwan	23rd July.
SHANGHAI and Europe via Siberia	Asien	23rd July.
SHANGHAI	Szechuen	23rd July.
SHANGHAI	Kangara	23rd July.

OUTWARD MAILS.

For	Per	Date
Shanghai & Japan	Macedonia	Friday, 23rd, 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 4th Aug.	Aki Maru	8.30 A.M.
Amoy & Fuzhou	Hai Lung	9.00 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 4th Aug.	Taipei	9.45 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Kashmir	10.30 A.M.
Straits	Carnarvonshire	10.30 P.M.
Manila	Yunnan	10.30 P.M.
Shanghai	Yunnan	10.30 P.M.
Haiphong	Yunnan	10.30 P.M.
Amoy & Japan	Yunnan	10.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Yunnan	10.30 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 4th Aug.	Yunnan	10.30 P.M.
Manila	Yunnan	10.30 P.M.
Shanghai & Europe via Siberia (letters & parcels specially super-scribed "via Siberia" only)	Suiyang	5.00 P.M.
Amoy	Szechuen	Monday, 26th, 5.00 P.M.
Straits and Calcutta	Talamba	Tuesday, 27th, 11.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Hector	Wednesday, 28th, 9.45 P.M.
Shanghai	Kuonang	10.30 A.M.
Haiphong	Kuonang	5.00 P.M.
Amoy	Kuonang	5.00 P.M.
Hohow and Haiphong	Tean	Thursday, 29th, 8.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"HECTOR" 23rd July. Mars. L'don, E'dam & Glasgow.
"AUTOLYCHUS" 10th Aug. Mars. L'don, E'dam & Hamburg.
"ASPHALION" 24th Aug. Mars. L'don, E'dam & Hamburg.
"SARPEDON" 8th Sept. Mars. L'don, E'dam & Glasgow.
"YANGTSE" 22nd July. Genoa, Havre, Liverp. & Glas.
"EUBYADES" 26th Aug. Genoa, Havre, Liverp. & Glas.
"TELEMACHUS" 20th Sept. Genoa, Havre, Liverp. & Glas.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
"TYNDAREUS" 7th Aug. Victoria, Vancouver & Seattle.
"PROTEILUS" 20th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"DEUCALION" 27th Aug. New York, Boston & Baltimore.
"ANTILLOCHUS" 10th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR" 23rd July. Singapore, Malacca & London.
"SARPEDON" 8th Sept. Singapore, Malacca & London.
"PATROCLUS" 20th Oct. Singapore, Malacca & London.
"ANTENOR" 17th Nov. Singapore, Malacca & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to—

Butterfield & Swire,
Agents.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid \$30,000,000
Reserve Fund:—
Sterling \$4,500,000
Silver \$27,000,000
Reserve Liability of Pro-
prietors \$30,000,000

Head Office: HONGKONG.

Court of Directors:
Hon. Mr. D. G. M. BARNARD,
Chairman.
Hon. Mr. A. O. LANG,
Deputy Chairman.

W. H. Bell, Esq., J. A. Bummer, Esq.,
A. H. Compston, Esq., F. G. West, Esq.,
W. L. Patterson, Esq., H. P. White, Esq.,
G. M. Young, Esq.,
Chief Manager:
A. H. BARLOW, Esq.

BRANCHES:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.
CURRENT ACCOUNTS opened in Local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local CURRENCY and Sterling on terms which will be quoted on application.
Hongkong, 27th May, 1926. [3]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Esq.,
Chief Manager.
Hongkong, 27th May, 1926. [3]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital \$23,000,000
Reserve Fund \$24,000,000
Reserve Liability of Pro-
prietors \$23,000,000

Foreign Exchange and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Esq.,
Manager.
Hongkong, April 15th, 1925. [30]

BANQUE DE L'INDO-CHINE.

Head Office: 86, Boulevard Haussmann, Paris.
Subscribed Capital:—Fr. 72,000,000.00
Paid-up Capital:—Fr. 68,400,000.00
Reserve Fund:—Fr. 59,667,283.54

BRANCHES:—
Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Mengtze, Shanghai, Djibouti, Noumea, Singapore, Fort Bayard, Peking, Hankow, Fom-Pen, Yunnan.

BANKERS:—
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT, Esq.,
Manager.
Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

Head Office: HONGKONG.
10, Des Voeux Road Central.

AUTHORIZED CAPITAL \$10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,200,000

BRANCHES AND AGENCIES:—
Canton, Osaka, Haiphong, London, Singapore, Batavia, Melbourne, Kowloon, Nagasaki, Calcutta, New York, Tientsin, Kobe, Hankow, Peking, Shanghai, Soerabaya, Bombay, Penang, Semarang, Hongkong.

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Savings Deposits to £500.
K. Y. YONG PO, Esq.,
Chief Manager.
Hongkong, 22nd May, 1924.

COMMERCIAL.

OPENING QUOTATIONS.

July 22nd, 1926.

On LONDON:—
Telegraphic Transfer 3/2
Bank Bills, on demand 3/2 9/16
Bank Bills, at 30 days' sight 3/2 9/16
Bank Bills, at 4 months' sight 3/2 9/16

On HONGKONG:—
Bank Bills, on demand 2/430
Credits, at 1 month's sight nom.
On NEW YORK:—
Bank Bills, on demand 58 1/2
Credits, at 30 days' sight 55 1/2

On SHANGHAI:—
Telegraphic Transfer 147 1/2
Bank Bills, on demand 147 1/2

On MANILA:—
Bank Bills, at sight nom.
On YOKOHAMA:—
On demand 113 1/2
On SINGAPORE:—
On demand 107 1/2
On BATAVIA:—
On demand 132 1/2
On HAI PHONG:—
On demand nom.
On SAIGON:—
On demand nom.
On SINGAPORE:—
On demand 83 1/2
SOVEREIGN, Bank's Buying rate \$3.50
GOLD LEAF, 100 fine, per tael 29 9/16
BAR SILVER, per oz. 29 9/16

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

AUTHORIZED CAPITAL £3,000,000
SUBSCRIBED CAPITAL £1,800,000
PAID-UP CAPITAL £1,050,000
RESERVE FUND £1,350,000

BANKERS:—
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:—
Bangkok, Kandy, Penang, Batavia, Karachi, Port Louis, Bombay, Rota Bharu (Mauritius), Calcutta, Kuala Lumpur, Rangoon, Colombo, Singapore, Simla, Delhi, (Pahang) Singapore, Hongkong, Madras, Soerabaya, Howrah, New York.

HONGKONG BRANCHES:—
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
C. L. C. SANDES, Manager.
Queen's Road Central, Hongkong, June 17th, 1925. [39]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).
5, Chater Road, Victoria, Hongkong.

Head Office: 74, Rue St. Lazare, Paris.

Capital Fr. 20,000,000
Reserves Fr. 11,100,000
Special Working Capital Fr. 50,000,000

BRANCHES:—
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Canton, Shanghai, Tientsin, Hongkong.

BANKERS:—
France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays-Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the world.
A. ROLLIN, Esq.,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
Capital (Paid-up) Yen 39,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:—
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Gilan, Kagi, Kankin, Keelung, Makong, Nankin, Shichuan, Taichu, Tainan, Takao, Tamsui, Tuen, Heilo, Taifu.

CHINA:—Shanghai, Hankow, Amoy, Fuzhou, Swatow, Canton.
OTHERS:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:—
THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.
T. TAKAGI, Esq.,
Manager.
HONGKONG BRANCH,
3, Des Voeux Road, Central.
Hongkong, 11th May, 1926. [27]

THE BANK OF CHINA.

行銀國中
(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$60,000,000.00
PAID-UP CAPITAL 19,750,200.00
RESERVE FUND 9,844,388.89

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.

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London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

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Every description of Banking and Exchange Business transacted.
Deposits received for Fixed Periods at rates to be obtained on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

TSUYEE PEI, Esq.,
Manager.
Hongkong, January 18th, 1923. [38]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
Established 1824.
Hongkong Branch established 1906.

AUTHORIZED CAPITAL Guilder 150,000,000
(£19,600,000)

Paid-up Capital 30,000,000
(£3,866,667)

Reserve Fund 20,538,881
(£2,617,355)

Special Reserves 22,860,000
(£2,857,500)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandong, Bombay, Calcutta, Cheribon, Djakarta, The Hague, Kobe, Koto-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

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BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASSEN, Esq.,
Acting Manager.

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THE BANK OF CHINA.

行銀國中
(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$60,000,000.00
PAID-UP CAPITAL 19,750,200.00
RESERVE FUND 9,844,388.89

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

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Hongkong, January 18th, 1923. [38]

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Reserve Fund Yen 88,000,000

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C. ABIMA, Manager.
Hongkong, 17th March, 1923. [35]

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Established 1912.

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PAID UP CAPITAL £1,052,525
SILVER RESERVE FUND \$ 700,000

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Roubles.
CAPITAL (FULLY-PAID) 55,000,000
RESERVE FUND 28,980,000
Ktp. Tla.

CAPITAL CONTRIBUTED BY THE CHINESE GOVT. 3,500,000
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RESERVE FUND 2,180,000

HEAD OFFICE: 122, Leadenhall Street, London, E.C. 3.

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L. E. HOPKINS, Esq.,
Manager.

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The Paper to send Home.